

Chief ring
frauded insurance companies of \$700

PETER ROUTMAN
Times Staff Writer

Police on
began rounding up
the city and
allegedly

State of Illinois

Jim Edgar, Governor

Illinois Motor Vehicle Theft Prevention Council

Terrance W. Gainer (*Chairman*), Director, Illinois State Police

Joseph A. Landolfi, Kemper National Insurance Companies

Hon. Paul A. Logli, State's Attorney of Winnebago County

Adam J. Mervis, Sol Tick & Company

Hon. Jack O'Malley, State's Attorney of Cook County

Jay Puccinelli, Allstate Insurance Company

Matt L. Rodriguez, Superintendent, Chicago Police Department

Hon. George H. Ryan, Illinois Secretary of State

James Schacht, Director, Illinois Department of Insurance

K. Steve Williams, State Farm Insurance Companies

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Illinois Criminal Justice Information Authority

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Thomas F. Baker, Executive Director

Candice M. Kane, Ph.D., Associate Director

Gerard F. Ramker, Ph.D., Program Director



To the Governor and the Honorable Members of the Illinois General Assembly:

In 1992, motor vehicle thefts in Illinois decreased 6 percent from the 1991 total—*the first statewide decrease in five years*. Preliminary statistics for 1993 indicate further declines—the City of Chicago has reported a 10 percent drop for 1993; Joliet, East St. Louis, and Rockford, too, are reporting similar decreases in vehicle thefts.

With monies contributed by the insurance industry and following a comprehensive statewide strategy, the Council has applied the brakes to the spiraling trend of vehicle thefts. Through a variety of specialized grant programs funded by the Council and implemented at the local and state levels of government and in the private sector, an intense fight against vehicle theft... has been launched, and very positive results are being realized.

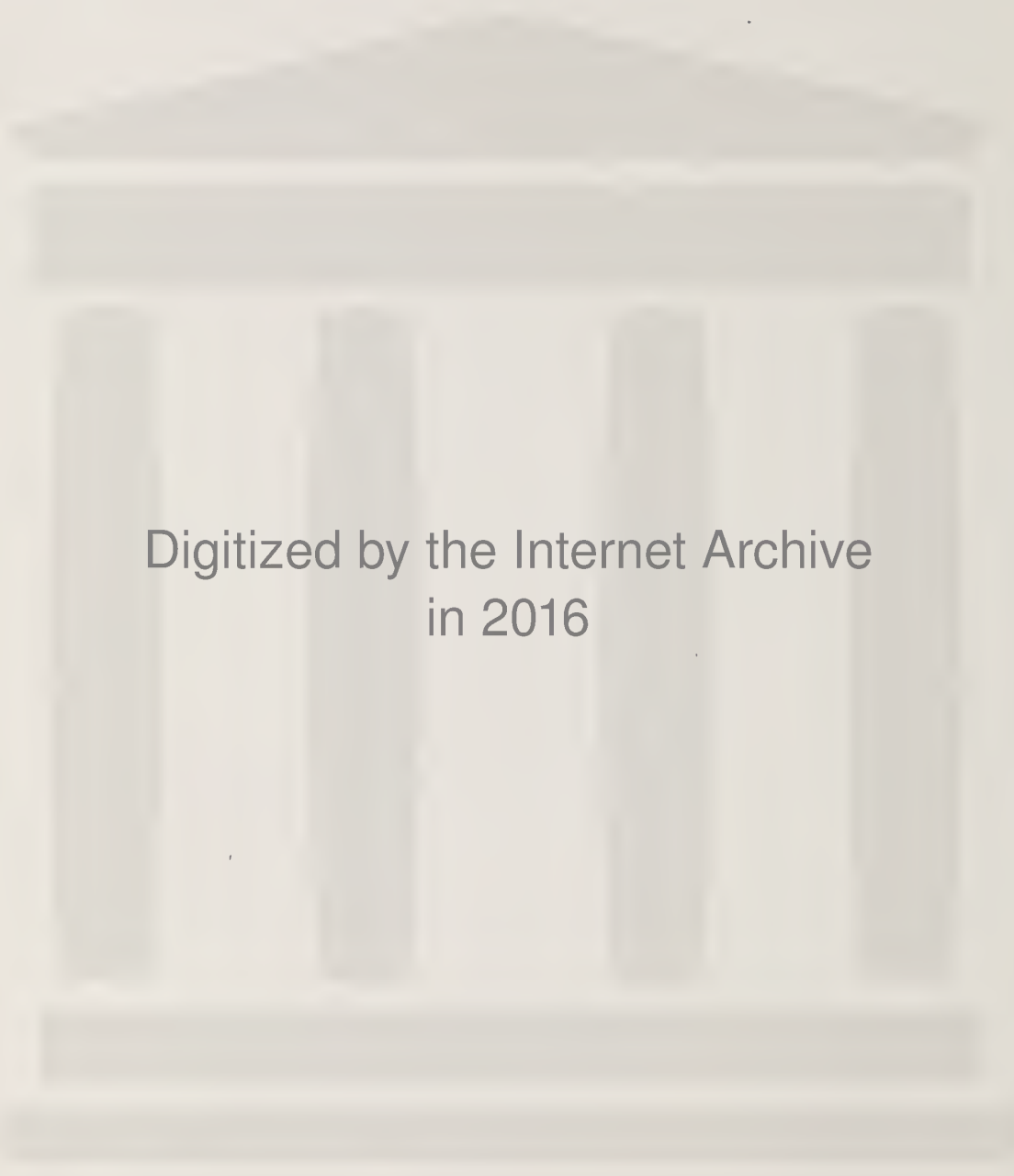
This annual report is a compelling testament of what can be achieved when experts from both the private and public sectors focus on a problem of common concern. We remain very proud of our working partnership and believe that the citizens of Illinois will continue to benefit from these efforts.

Very respectfully,

A handwritten signature in black ink that reads "Terrance W. Gainer". The signature is written in a cursive, flowing style.

Terrance W. Gainer, Chairman
Illinois Motor Vehicle Theft Prevention Council





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Introduction: The Work of the Illinois Motor Vehicle Theft Prevention Council



The Illinois Motor Vehicle Theft Prevention Act

In 1990, the Illinois General Assembly took action against steadily rising auto theft rates by passing the Motor Vehicle Theft Prevention Act—legislation crafted by an association of law enforcement and insurance industry officials called the Illinois Anti-Car Theft Committee.

The Act, which took effect on January 1, 1991, established the 11-member Council and gave it the responsibility for managing a unique cooperative venture between business and government to curb motor vehicle theft in Illinois.

The Act requires all insurance companies licensed to write private passenger motor vehicle physical damage coverages in Illinois to pay annually into a special trust fund an amount equal to \$1.00 for each earned car year of exposure for physical damage insurance coverage (comprehensive coverage) during the previous calendar year. This generally equates to \$1 per insured vehicle. About \$5.2 million is collected annually.

Council Staff

The Council is administered through the Illinois Criminal Justice Information Authority. The Authority, which is the State's criminal justice planning agency, also administers federal and state grant programs.

The Council staff currently consists of a program director, program analyst, an administrative assistant, two grant monitors, an internal auditor, and an accountant. The Authority provides other administrative support.

Council staff functions include, among other administrative duties, the following:

- The process of collecting Trust Fund payments from insurance companies, including the initial correspondence, receipt of reports, and deposit of payments
- Monitoring existing programs, including the receipt, analysis, and processing of monthly fiscal and performance reports; site visits; and audits

- Staffing the Council and its Grant Review Committee.

During 1993, the Council and its Grant Review Committee convened 10 times to consider grant applications, various administrative issues, adoption of the annual report and statewide strategy, legislative initiatives, and other business matters.

Statewide Theft Prevention Strategy

On an annual basis, the Council adopts a statewide motor vehicle theft prevention strategy which is derived from public hearings and data analyses. The strategy describes the nature and extent of the theft problem in Illinois, the areas of the state where the problem is greatest, problems the Council should focus on, and eligible kinds of programs the Council should support. The Council then makes grant awards from the special trust fund which implement programs that are consistent with the statewide strategy.

The Council's strategy is aimed at addressing 10 broad problem areas:

- A history of fragmented and uncoordinated response by the criminal justice system to the motor vehicle theft problem
- Limited law enforcement resources
- The organized nature of motor vehicle theft enterprises in some areas of the state involving dealers of vehicles, parts, and scraps
- Multiple problem areas, including insurance fraud, chop shops, and illegal activities of salvage yards and repair shops
- Lack of basic, in-service and specialized training for law enforcement and prosecutorial agencies
- The complexity of criminal prosecutions involving motor vehicle theft
- Ineffective probation and correctional agency strategies for dealing with convicted motor vehicle theft offenders
- Low public awareness of motor vehicle theft and

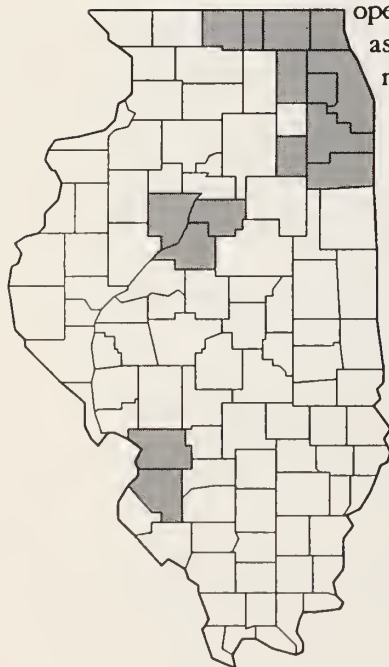
involvement in reduction and prevention efforts

- Need for improved collection, analysis, accuracy, completeness, and sharing of vehicle theft statistical data and criminal intelligence
- The lack of evaluative information concerning specific motor vehicle theft prevention strategies.

Program Areas Targeted

The Council has made 45 separate grant awards since March 1992, when the awards were first granted. During 1993, many awards continued programs funded originally in 1992. All of the Council's awards, to date, have been in five broad program areas designated in the statewide strategy:

- **Law enforcement.** Multi-jurisdictional task forces, special investigative programs, and specialized prosecution units.
- **The infrastructure supporting law enforcement efforts.** The collection, analysis, and sharing of criminal intelligence information regarding motor vehicle theft; and, specialized training for law enforcement officers and state's attorneys.
- **Public education and prevention.** Efforts which: inform owners about the financial and social consequences of motor vehicle theft; suggest methods for preventing such thefts; encourage the general public to report motor vehicle theft and related crimes; and, highlight the work of task forces, special investigative activities and other efforts funded by the Council.
- **Evaluation.** Assessments of the administration and operation of funded programs as well as their impact on the motor vehicle theft problem.
- **Innovative efforts.** To encourage the development and implementation of creative and innovative approaches to respond to the motor vehicle theft problem in Illinois.



Areas of Greatest Need:

- Chicago Metropolitan Area
- East St. Louis Metropolitan Area
- Joliet Metropolitan Area
- Rockford Metropolitan Area
- Peoria Metropolitan Area

Results of Funded Programs

From March 1992 through December 31, 1993, the auto theft task forces funded by the Council have:

- Initiated 2,459 criminal investigations
- Made 1,149 arrests
- Helped to convict 242 persons
- Recovered 2,780 stolen vehicles worth an estimated \$14.4 million.

Other programs funded by the Council have resulted in:

- Training of more than 600 law enforcement officers
- Publication of an "Auto Theft Handbook" distributed to all police officers in the state
- Auditing of several thousand vehicle-related businesses
- Sharing of criminal intelligence regarding vehicle theft between law enforcement agencies and the insurance industry
- Advising and educating the public about steps they can take to avoid becoming victims of vehicle theft through the Illinois Anti-Car Theft Committee's *Park Smart* project.

None of these activities were possible prior to the creation of the Council and the trust fund.

Impact on Motor Vehicle Theft

All of the Council's funded programs are focused in geographic areas of greatest need in terms of the nature and extent of the motor vehicle theft problem. These five areas are the metropolitan areas of Chicago, East St. Louis, Joliet, Rockford, and Peoria.

From the end of 1991 to the end of 1992—which includes the first 10 months of the programs—reported motor vehicle thefts dropped 5.5 percent in the Chicago metropolitan area, 9.2 percent in the East St. Louis area, and 4.4 percent in the Rockford area.

The decreases continued into 1993, with the Chicago Police Department reporting a 10.2 percent decrease in motor vehicle thefts during 1993. In the East St. Louis and Joliet areas, for the first six months of 1993, vehicle thefts were down by nearly 25 percent, compared to the same period in 1992.

These decreases offer compelling evidence that the Council's statewide motor vehicle theft prevention strategy is on target. The results also indicate that the insurance industry and government can effectively work together to combat the motor vehicle theft problem.

Highlights: Crash for Cash

29 charged in scheme involving stolen cars and staged accidents

By John O'Brien

TRIBUNE STAFF WRITER

What began as a traffic stop in Homewood last December has resulted in criminal charges against 29 people suspected of stealing cars and staging accidents to obtain \$700,000 in fraudulent insurance claims, state police officers said Wednesday.

Although the motoring public ultimately pays for fraud in higher premiums, the officials said insured drivers can take satisfaction in knowing that \$1 of every auto liability policy premium goes toward fighting the problem.

Indeed, a special police unit, the South Suburban Auto Theft Task Force, which is credited with identifying the suspects, is funded in part by those dollars.

Details of the crackdown and how a suspicious Homewood police officer set the case in motion were outlined Wednesday by Terrance Gainer, state police director. He spoke after troopers and peace investigators from Bridgeview, Calumet City and Lansing made a series of pre-dawn arrests in the case.

At least 20 suspects were apprehended on Chicago's South side and at locations in Country Club Hills, Dolton, Orland Hills and Maywood.

But their alleged leader, John Earl Harris, 32, of Country Club Hills, remained at large.

Harris was initially arrested last December after a stolen Cadillac in which he was riding was stopped by Homewood Patrolman James Boerema.

ema.

He was arrested for possession of a stolen credit card, and a computer check of the car's vehicle identification number disclosed the VIN had been issued to another Cadillac.

The credit card had been used to purchase an oven which was being hauled in the open trunk of the Cadillac. That circumstance led to the traffic stop.

When a second person in the stolen car agreed to cooperate, Boerema said, Homewood Detective Roy Janich, a member of the auto theft task force, was called into the case.

"The investigation kind of fireballed from there," said Boerema, an 18-year police veteran who participated in Wednesday's arrests.

Gainer and State Police Capt. Ron Janota said evidence compiled by the task force, working with the National Insurance Crime Bureau, showed the scheme worked this way:

Members of the theft ring would purchase scrap cars and transfer their VINs to similar cars, all stolen.

The stolen cars fitted with "legitimate" VINs would then be involved in staged personal injury accidents. It was a scheme of "crash for cash," Gainer said.

Claims arising from the phony mishaps, paid for by 10 insurance companies, amounted to \$475,000, he said. Another \$225,000 was paid out to owners of stolen cars.

All 29 suspects in the case are charged with theft, said Assistant State's Atty. Terrence Sharkey.

21 Arrested in Auto Theft 'Crash for Cash' Scheme

By Phillip J. O'Connor

Staff Writer

An auto theft ring that ran a "crash for cash" scheme that defrauded insurance companies of more than \$700,000 has been broken up with 21 arrests, State Police announced Wednesday.

Officers from the South Suburban Auto Theft Task Force, which conducted the yearlong investigation, arrested 21 reputed ring members at their South Side and south suburban homes.

Nine others were being sought, including John Earl Harris, 43, the reputed ring-leader, whose last known addresses were in the 12400 block of South Yale and in the 17500 block of Mulberry Court in Country Club Hills, police said.

State Police Director Terrance W. Gainer said the ring was composed of Harris' relatives and friends, who would purchase scrap cars under fictitious names and buy liability insurance on them.

Then they would place the cars' identification numbers on similar cars they had stolen, stage an accident involving the stolen cars and collect the insurance, Gainer said.

The 30 suspects were charged with a total of 258 counts of auto theft, forgery,

insurance fraud, theft and organizing an auto theft conspiracy.

They staged at least 38 accidents on the South Side and reported them to the nearest police station, where officers were usually so busy with accident reports there was little time to notice suspicious activity, Gainer said.

Police recovered 12 stolen cars, but believe another dozen were involved in the scheme, he said.

The investigation began late last year after Homewood Police Officer James Boerema arrested one of the ring members, discovered what appeared to be an insurance scheme and alerted the auto theft task force, investigators said.

Gainer said the investigation was "an excellent example of what multijurisdictional task forces working with the insurance industry can accomplish in fighting auto theft and related crimes."

Cook County State's Attorney Jack O'Malley, whose prosecutors worked with the task force, said, "Clearly, these are brazen crimes. It's bad enough to steal a person's car, but these defendants compounded their crimes by filing bogus accident reports and bilking money from insurance companies."

Chicago Sun Times, December 16, 1993; reprinted with permission. Chicago Sun Times® 1994



One of 21 suspects arrested in a "crash for cash" auto-theft scheme is escorted to police headquarters.

Photo by John H. White; reprinted with permission. Chicago Sun Times® 1994

Highlights: Suburban Thefts Drop

Car thefts downshift in Northwest suburbs

BY LAURA JANOTA
Daily Herald Staff Writer

It appears headway is being made in the effort to slow car thefts in Cook County's Northwest suburbs, where a majority of local communities reported declining car theft rates last year.

Twelve of 16 Northwest suburban communities recorded a steady or declining number of car thefts last year compared with 1991. Chicago and Cook County also had fewer auto thefts last year.

"The public in general has become more aware of auto theft. They're purchasing theft-deterrent devices. There are more undercover (police) operations going after auto thieves these days," said

Edward Sparkman, a manager at the National Insurance Crime Bureau in Palos Hills.

While auto thefts declined in many areas, 246 cars were stolen in 1992 in Schaumburg, the most fertile ground in Northwest suburban Cook County for car thieves. That total, however, was lower than 1991 figures.

"Schaumburg has one of the largest daytime populations in the Northwest suburbs. We've got more shopping centers and malls than anywhere else," said Schaumburg Police Sgt. Ronald Dutner.

At the same time, statistics also show tiny residential Barrington Hills, located partially in Northwest suburban Cook County,

probably is the safest suburb for parked cars. Only two cars were reported stolen in the village last year.

"We don't have any shopping centers or any car dealerships," Barrington Hills Police Chief Ed Fair said. "A lot of the cars out here have car alarms, and most of them are parked in garages."

Among Northwest suburban communities with the most car thefts, Mount Prospect, Des Plaines, Elk Grove Village and Arlington Heights experienced drops in reported thefts last year.

"It's crime prevention and public awareness," commented Arlington Heights Police Lt. Michael Ossler. "Alarms are more affordable. Cars are locked more of-

ten."

The Northwest Suburban Auto Theft Task Force in Schaumburg believes recent investigative efforts by authorities also are making a dent in such crimes.

Formed in August 1992, the eight-member task force, which is represented by officers from the state police, Schaumburg, Elk Grove Village, Des Plaines, Rolling Meadows, Arlington Heights and Palatine, so far has busted at least three theft rings, said task force Director Daniel Callahan.

In each instance, the task force found that cars were being stolen in order to be retagged and resold with phony titles on the black

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market, Callahan said.

"We're doing much more persistent follow-ups on car thefts than have ever been done before," said Callahan, a state police sergeant.

The task force's work has included interviewing all area car-theft suspects upon arrest, logging tips and information on area car thefts into a central repository, and using undercover buyers and sellers to crack theft rings.

Among the task force's findings:

- Cars are stolen for parts or to be retagged and resold on the black market.

- Four-by-four vehicles such as the Chevy Blazer or Ford Bronco appear to be the vehicles of choice among car thieves in the Northwest suburbs.

- Shopping malls are favorite spots for car thieves trying to find cars that match orders or match phony and doctored titles that thieves have on hand.

- While a large number of auto thefts occur at malls, fraudulent reports also occur. "A lot of cars reported stolen out of malls are insurance fraud," said Callahan.

The state figures also show that Chicagoans stand a far greater chance of getting their cars or trucks stolen than their counterparts in the suburbs and downstate.

The rate of car thefts in Chicago stood at 16.6 per 1,000 residents in 1992, compared with a rate of three per 1,000 residents outside the city. The statewide average was six stolen vehicles per 1,000 residents.

All of the focus on auto thefts isn't likely to stop car thieves completely, though.

"The attraction is these are expensive items being stolen. As long as there's money involved, the attraction will be there," Callahan said.

NW suburban auto thefts

Community	1992	1991	% Chg.
Schaumburg	246	286	-14.0
Mt. Prospect	141	141	0.0
Des Plaines	129	135	-4.4
Elk Grove Vlg.	105	110	-4.5
Arlington Hts.	95	131	-27.5
Palatine	73	69	5.8
Hoffman Est.	58	55	5.5
Hanover Park	54	49	10.2
R. Meadows	52	49	6.1
Streamwood	35	43	-18.6
Wheeling	32	45	-28.9
Bartlett	18	19	-5.3
Prospect Hts.	15	20	-25.0
Barrngtn BACOG	12	26	-53.8
Buffalo Grove	10	23	-100
S. Barrington	3	3	0.0
Barrington Hills	2	4	-50.0
Tower Lakes	0	0	0.0
Cook County	58201	61963	-6.1
Chicago	44990	47710	-5.7
Cook Sheriff	390	540	-27.8

Source: Illinois State Police

Daily Herald, December 15, 1993

Highlights: A Vehicle for Change

Curbing Crime

Program puts brakes on young car thieves
and steers them in the right direction

By Jon Anderson

Standing on a street on the near South Side, Jose Santana, 16, cast a knowing eye at a Porsche 944 parked outside his house and told its owner how the radio could be ripped off.

"Easy," he said, pointing to a narrow triangle of glass behind the owner's door, one area not covered by the car's alarm. "If it were me, I'd break that window and wriggle in. It looks small, but I could do it."

Nor would he be much deterred by a certain steel-bar, anti-theft device heavily advertised on TV. "It takes 30 seconds with a hacksaw to cut a break in the steering wheel and slide it off," Jose went on, with a grin.

Learning how to steal cars was not the point of the conversation. Quite the opposite. But it's hard, when first getting to know some of the 65 youngsters involved in a novel program called A Vehicle for Change, not to talk about what got them into trouble in the first place.

"At our first group meeting," admits Craig Perri, who supervises the program at United Charities Midway Center near Marquette Park, "they were strutting their stuff, talking about stripping steering wheels, hot wiring, riding around in Cadillacs and Chrysler New Yorkers. It was kind of entertaining, but we had to inter-

rupt and decide where we wanted to go."

Changing directions can be difficult. As with alcohol or drugs, stealing a car can bring a euphoria, particularly for adolescents looking for a road to instant manhood, with power, mobility, freedom and an increased ability to impress members of the opposite sex. The challenge, as with any addiction, is to find ways to break a cycle of misbehavior.

What seems to be working, in this effort mounted last fall by United Charities, the Cook County state's attorney's office, seven Southwest Side schools and four police districts on the Southwest Side, is a concentrated attempt to reach kids at the moment of their first serious brush with the law.

The deal is this: In return for holding off prosecution for a first-time offense involving a stolen vehicle, juveniles and their families agree to enter a nine-month program. What they get, instead of detention, is an intensive probe into their behaviors and strategies, in an attempt to change the social factors that lead to criminal behavior in children.

Funded by a \$271,410 grant from the Illinois Motor Vehicle Theft Prevention Council, which

collects \$1 from each auto insurance policy sold in the state, Vehicle for Change has worked with 80 kids, including six girls. So far, 65 have stuck with the program. If a teen completes the program, the auto theft charge is dropped from his record. If not, the case is reopened and taken to court. Next month, the first group will reach the finish line.

"This is a serious offense, stealing a car. There's no way around that," Perri says. "Without some redirection, it is likely they will get into more criminal activity." At this stage, he adds, "our philosophy is that a kid is acting out for some reason. We need to know what that reason is."

In many cases, notes Cheryl Cesario, head of the state's attorney's juvenile division, "it's not about boy-gets-car. They talk about 'I had a fight with my mother,' or, 'I was unhappy about something,' or, 'I just wasn't thinking.'"

One boy ducked gym class because his family could not afford \$20 for a pair of gym shoes. Slipping out of school, feeling despondent, he found a vulnerable car and took it. One girl, who was not getting along with her stepfather, took off in a car that her mother had rented for

Chicago Tribune, May 12, 1993 (continued on following page)

TEMPO UPDATE

On May 12, Tempo wrote about A Vehicle for Change, a novel program trying to reach kids during their first serious brush with the law. The deal: In return for holding off prosecution for a first-time offense involving a stolen vehicle, juveniles and their families agreed to a nine-month commitment.

What they got, instead of detention, was an intensive probe into their behaviors and strategies.

"This is a serious offense, stealing a car. There's no way around that," said Craig Perri, director of the program, set up by United Charities at its Midway Center near Marquette Park. "Without some redirection, it is likely they will get into more criminal activity."

In most cases, said Cheryl Cesario, of the Cook County state's attorney's office, "It's not about boy-gets-car. They talk about, 'I had a fight with my mother,' or, 'I was unhappy about something,' or, 'I just wasn't thinking.'"

To straighten out their errant behavior, A Vehicle for Change has worked with 145 kids, including six girls. More than 100 are still in it.

On Thursday afternoon, 25 of them will attend what is billed as "a graduation celebration" at the Savoy Grill, 440 S. LaSalle St., along with State's Atty. Jack O'Malley, Terrance Gainer of the Illinois Motor Vehicle Theft Prevention Council and representatives of Juvenile Court. There will be speeches, a slide show, rap songs, refreshments, Vehicle for Change baseball caps and framed certificates.

"We're really encouraged," Perri said. "We're learning what these kids need."

Jon Anderson



A Vehicle for Change graduate Simeon Johnson displays his graduation certificate, and a smile, with social worker Chester Lyles. Photo by United Charities VFC staff member Kip Beach.

Continued from page 1

a business appointment and crashed it. It was, she later agreed, a way of striking out again her mother and her stepfather.

Another youngster, lean and gawky, was often harassed by members of a local gang. He cut classes because he was afraid of being beaten up on the way to school. When the gang members told him he could join their gang if he stole his mother's car, he did. His mother pressed charges. When the two showed up at Cook County Juvenile Court, a gloomy fortress at 1100 S. Hamilton Ave., they were presented with the Vehicle for Change program.

In this case, Perri notes, "we're working on improving the relationship between the boy and his mother, helping them both realize that they have choices. They don't have to let others control their lives. We've also been meeting with his teachers, providing tutoring and providing some constructive entertainment."

Total involvement

Working with a social worker and a manager, each program member adopts a similar routine. Once a week they come to the center to talk with individual counselors. There are also frequent group sessions. For those who need it, there is help with homework. Parents become involved. Counselors visit homes and schools to get a sense of what's going on. To build social skills, groups go out to eat, bowl, see theater and dance troupes or, in an important part of the program, simply get together to talk and listen.

"We start at whatever point the family is at," says David Zverov, a United Charities staff member. "Some of these families are in great turmoil. Parents may be unemployed. The family may be living without heat or utilities. There may be drug abuse or family violence." Often, supervisor Perri adds, "we sense an urgency coming from the parents, who are relieved that they may finally be getting the help they need."

Robert Buckner, 15, was caught in a stolen Toyota Camry. "A friend of mine had the car. He didn't want to lend it to me. I, well, persuaded him. He'd stolen it. He had a master key to the driver's side door and the ignition. I was frontin' (showing off) in South Shore when I got pulled over by the police."

Why did he do it? "You're anxious to get going, get your license and drive around in front of your friends," he says in an interview

before his weekly Vehicle session. "All you think about is driving a car."

What Buckner has been working on at Vehicle for Change is how to avoid situations that lead to trouble. Make up an excuse ("I've got to go and do my homework"). Tell it straight out ("I'm going to be in trouble if I get in this car"). He also spends much of his time after school at the United Charities center, talking with his counselor and participating in group activities.

"I'm a firm believer in breaking the cycle of crime. The only way we can do it is with this kind of a program."

—Cheryl Cesario of the state's attorney's office.

Often, parents are sympathetic. "When I was growing up," says Buckner's stepfather, Gregory Lee, "there were after-school sports, day camps, weekend outings. Now they don't even let you play basketball in the school gym unless you're on the team. Everything's been cut. There's not enough for these kids to do." He suggests setting up a parents group, to exchange ideas and offer support.

One mother, who also declines to give her name, agrees. "Many parents don't care," she says. "They leave their kids unsupervised."

No quick fixes

It takes patience to untangle old behaviors, to reach below the surface problems and bring out deep concerns and anger about such topics as family violence, authority figures, social isolation, self-esteem and racism. Many kids are dubious when they begin—but slowly come around.

Sidney (not his real name) admits he signed up for the program because "this seemed easier" than facing a juvenile detention home. His qualifying incident came just after last Thanksgiving. A friend bought a Chevy Malibu for \$300. "We decided to cruise all the malls, from Northbrook Court to Ford City," he says. "On the way home, the police came up behind us. They checked the plates on their computer, found out the car had been stolen and took everybody to jail."

The passengers, including Sidney, were charged with possession of a stolen vehicle.

Social workers at the center helped his mother deal with anger brought on by Sidney's arrest. They worked on family communication skills. They also helped her untangle several other problems causing strain in her home.

In turn, Sidney and other program members have spent time learning how to deal with authority figures. "You will always have authority figures," one worker reminded them. "How will you deal with them? Be disruptive? Blindly follow? Even when you think they're unfair?"

In meetings, they talked about the roles of authority figures in their own lives. Some brought up delicate matters, such as competing with Mother's new boyfriend to be the male figure in the family. They discussed how to negotiate, while still sticking up for their own rights. They learned to expand choices. "Go be by yourself," says Sidney, repeating one option he'd learned to consider when trouble approached.

"These are, after all, just kids," Perri notes. "On the outside, you see an angry shell, but what they need is encouragement, someone to put an arm around them, break down barriers, get them to interact with others."

A trip to camp

For many kids, one high point of the program is a two-day outing to Camp Algonquin, a 115-acre woody enclave along the Fox River near northwest suburban Cary. At the camp, staff members have time to deal in depth with such disquieting matters as gangs, race, trust and things that go bump in the night.

Earlier this month, 18 kids motored north on Wednesday afternoon. Amid woods filled with woodchucks, foxes, opossums, wrens, skunks, cardinals, blue indigos, ravens and hawks, they were welcomed to camp with some tough talk about city street gangs. (Among the rules banning gang vocabulary: No gang symbols on clothes, no hat tilting, no secret signing.) Then they settled in for their first group activity: some serious discourse, including a formal debate, on race relations.

"We try to get this right on the table," Perri says, "so we can emphasize the similarities we all have." That did not mean stifled discussion. With two teams, three judges and considerable audience participation, the group went into the pros and cons of the proposi-

tion, "Everyone should be equal."

Later, to promote teamwork, everyone went for a night walk in the woods. Only two people, a staff member in front and another behind, had flashlights. "There was a lot of, 'Low branch, watch out,' and 'I'll get you through this, if you help me later,'" Perri says. "Some also hid off the side of the trail and scared others. They're kids, and the kid stuff came out."

Next day came the increasingly challenging work of an adventure course that required, among other skills, assisting one another over a wall and through holes in a network of cables.

"The camp was straight, good," Sidney says. Others say they particularly liked the campfire, when everyone stayed up past midnight, just talking.

"We're making a hands-on difference in a number of families' lives," Assistant State's Attorney Cesario notes. "I'm a firm believer in breaking the cycle of crime. The only way we can do it is with this kind of a program. I'd do this all over the city if we had the funds."

Program can pay for itself

Each year, about 60,000 cars, worth about \$5,000 each, are stolen in Cook County, about 85 percent of such thefts in Illinois. Almost 50 percent of those charged with possession of a stolen vehicle are juveniles. Last year, that came to 2,582 kids. According to the Cook County budget, the average expense of keeping one youngster in detention, and perhaps making him a better criminal, is about \$30,000 a year. The cost of working on underlying problems through Vehicle for Change is \$1,400.

In many cases, it seems to be working.

In February, when counselors asked a dozen program members where they'd like to go on an outing, there was an overwhelming choice: the Chicago Auto Show at McCormick Place. "They got to sit inside cars, test the steering and play with the buttons, all legally," Perri says. "They loved it."

The point of Vehicle for Change, he points out, is not to turn errant juveniles into adult pedestrians. It is to teach responsibility.

Several youngsters have lined up summer jobs to start saving for cars of their own. "He's growing up," the mother of one of them says. "I don't know how else to describe it."

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Highlights: Task Forces

Task Forces To Combat Auto Theft

By Rebecca Carr
Suburban Reporter

Like the horse was to the cowboy, the car is to the suburbanite.

That is one reason why suburban and state officials are creating regional task forces to combat auto thieves in the six-county Chicago area.

The squads will use investigators from local police agencies with state police. They are hoping to slash car theft by 10 percent when they hit the streets this fall, according to Terrance Gainer, director of the Illinois State Police and chairman of the Illinois Motor Vehicle Theft Prevention Council.

The development comes on the heels of a study by the council showing that while auto theft was a serious concern among city and suburban residents, many motorists failed to take basic precautions to deter thieves.

For example, the study found that while 98 percent of the 600 state residents interviewed said they always remove ignition keys when they park the car, one in four acknowledged they do not always lock the doors.

"People have a tendency to focus on the most violent crime, but from a dollar sense, auto theft can be very costly," Gainer said.

The answer?

"A community approach," he said. Paid for by a new \$1-per-vehicle assessment added to insurance policies in the state, the council will funnel about \$5.2 million to the task forces, Gainer said.

Task forces have been formed in south suburban Cook County, northwest Cook County, Lake County, DuPage County and Kane County.

"This is a serious and growing problem that we are trying to head off," said Robert J. Soucek, chief of the DuPage County sheriff's criminal division. In DuPage County alone, 2,157 cars were stolen in 1990.

Task Forces

DuPage County Auto Theft Task Force
DuPage County

Kane County Auto Theft Task Force
Kane County

Lake County Motor Vehicle Theft Task Force
Lake County

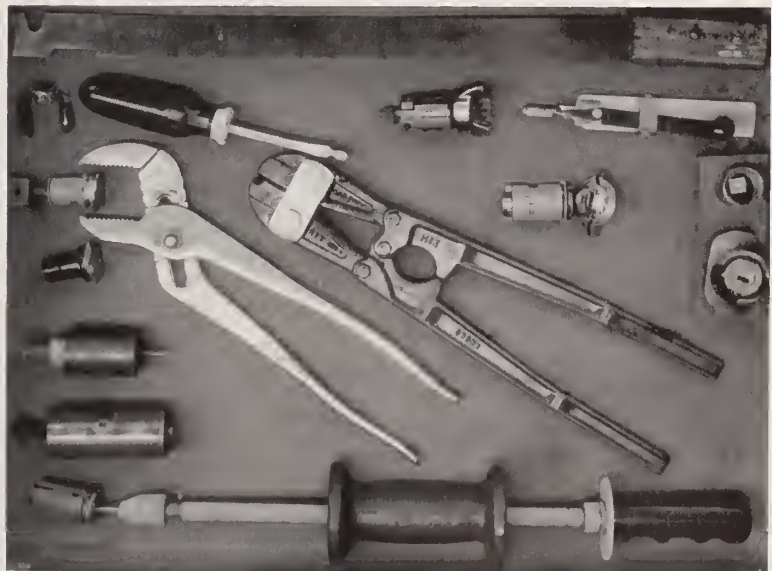
Metro East Auto Theft Task Force
Madison and St. Clair counties

Northern Illinois Auto Theft Task Force
Winnebago and Boone counties

Northwest Suburban Auto Theft Task Force
Northwest suburban Cook County

South Suburban Auto Theft Interdiction Network
South suburban Cook County

Tri-County Auto Theft Task Force
Will, Kankakee, and Grundy counties



The vehicle thief's tools of the trade.

Group Fighting Auto Theft Recovers 79 Vehicles

By Robert Goodrich

Of the Post-Dispatch Staff

The Metro East Auto Theft Task Force has recovered 79 stolen vehicles and arrested 39 theft suspects in the first three months it has operated, Illinois State Police Director Terrance W. Gainer said Wednesday.

Most of those arrested are awaiting trial.

The task force was organized last fall with a \$509,000 grant. It is headed by Sgt. Ken Easterly of the Secretary of State Police, and it has 11 law enforcement officers and a secretary.

Gainer said the group's success in recovering stolen vehicles and arresting thieves "proves how successful interagency cooperation can

be in controlling crime on our streets."

The task force was modeled after the metropolitan enforcement groups that have been in operation against drug dealers around the state for more than 10 years.

Gainer said that if the value of the recovered vehicles was added up, "it has already virtually paid back the funds invested in just three months of operation."

Participants in the task force besides Secretary of State Police include the St. Clair and Madison counties sheriff's departments and police from Collinsville, East St. Louis, Fairview Heights and Southern Illinois Uni-

versity at Edwardsville.

St. Clair County Sheriff Mearl J. Justus said the task force got its financial support from a fund amassed through a \$1 fee added to every vehicle insurance policy sold in Illinois.

Gainer praised the task force's first-quarter report at a press conference at St. Louis Downtown-Parks Airport in Cahokia.

He was joined by Justus, Easterly, Madison County Sheriff Bob Churchich, St. Clair County State's Attorney Robert B. Haida, Fairview Heights Police Chief Roger Richards and SIUE Police Chief Charles McDonald.

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Anti-car theft force foils bogus repo man

By Denys Bucksten

Staff Writer

Dateline Long Grove: Lake County's buggy burglar busters have done it again.

The special group of police, otherwise known as the Lake Council Multi-jurisdictional Motor Vehicle Theft Prevention Task Force, put the brakes on a Chicago man allegedly stealing leased vehicles due to be reclaimed by a Bolingbrook repossessing company.

The case was developed by Sheriff's Detective Marty Bertrand, a member of the task

force, the Tri-County Task Force and police from Joliet and Bolingbrook.

Things came to a head Monday with the arrest of Reginald Austin, 34, Chicago. Austin is being held in Lake County Jail in lieu of \$75,000 bail on charges of attempted theft over \$10,000, possession of stolen property and possession of stolen license plates.

Bertrand said Austin was wearing an ankle monitor for a prior offense when arrested. Police say Austin has worked

*Turn to **BOGUS, 7A***

Bogus

from page 1A

with an accomplice, but the second man has not yet been arrested.

Austin had in his possession 15 work orders from Arena Auto Auctions, the reclaiming agent, that he allegedly stole for the purpose of stealing cars from their owners at the end of the leases.

Bertrand said the case came to a head when the Long Grove lessor of a 1990 BMW owner got a call, allegedly from Austin posing as an Arena employee, asking directions to the Long Grove home so he could pick up the car. The homeowner became suspicious and contacted authorities when a real representative of Arena called later Monday morning, notifying the owner that the car would be picked up.

Police agents then set up the sting operation that ended Austin's alleged scam, with Bertrand posing as the homeowner and sheriff's detectives Jim Caldwell and Tony Theis setting up surveillance nearby.

When Austin arrived early that night, driving a 1988 Chevrolet reported stolen in Chicago, Bertrand signed for the BMW and gave Austin the car keys. Austin, who had displayed his old Arena photo ID and was leaving the Chevy as a loaner, never made it out of the driveway because police disabled the BMW.

News-Sun, March 26, 1993

"We're on Roosevelt with a black four-door Chevy with two black males," a voice crackled on the police radio.

As soon as Special Agent John Betten heard a tone over the radio indicating a "hit," he stepped on the gas and the undercover police car took off through the streets of Washington Park.

One of Betten's compatriots had located a car, with an expired license plate, that could be stolen.

In the Roosevelt Homes in East St. Louis, two marked police cars and a couple of undercover cars surrounded the black Caprice Classic - a popular target for car thieves. The flashing lights of the patrol cars bounced off the faces of about 25 neighbors, some of whom brought out lawn chairs to watch the show.

Members of the Metro east Auto Theft Task Force saw obvious signs that the car had been stolen - the rear driver's side window was broken out, and the trunk lock was punched out.

A peek inside showed a navy bandanna covering a stripped steering column with no key in the ignition.

Task force members had the two occupants out of the car and were questioning them separately.

While searching the car, Special Agent Leland Cherry found a screwdriver behind the front seat.

"There's the key," he said.

"That's to the trunk," said the driver, 18-year-old Maurice Martin.

The investigators proved to be

Story by Jeanne AuBuchon Photography by Mark Rowlands

partly right. The car had been stolen twice, and recovered twice, according to its occupants.

"They break the window out in the back so they don't have to sit on broken glass when they start it," Special Agent Mark Schilli explained.

Using a portable computer to run a check on the car, the officers found it currently was not listed as stolen. The occupants said the car belonged to a cousin.

General Motors cars, especially the Caprice, are easy targets for car thieves: easy to break into and easy to start.

"Within a minute or two, they can have it out of there if they're good," Schilli said.

The stop was not a total loss; the driver - 17-year-old Cortez "Tez" Graham - was arrested for driving with a suspended license.

Since then, Graham was caught possessing a stolen car in Venice and has been charged, Betten said.

St. Clair County is second only to Chicago in the number of cars stolen in Illinois; Madison County ranks 10th.

In response to the large number of auto thefts, the Illinois Motor Vehicle Theft Prevention Council awarded a \$500,000 grant to start

the task force in the metro-east area.

Since Nov. 1, the task force has been operating in St. Clair and Madison counties through the council grant, which is funded by the insurance industry. For each new automobile insurance policy that is written in Illinois, \$1 goes into a fund for state theft-prevention programs that bankrolls the task force.

Officers for the task force were selected from various local departments and were outfitted with cars, radios and computers.

Currently, they are on loan from East St. Louis, Fairview Heights, Cahokia, Collinsville, the Illinois State Police, sheriff's departments in Madison and St. Clair counties, the Illinois Secretary of State Police and Southern Illinois University at Edwardsville.

"We basically created our own miniature police department," Betten said.

In its first eight months of operation, the task force has recovered 362 stolen vehicles worth \$1.9 million. The average value of the cars recovered was \$5,218, said Ken Easterly, director of the task force.

The Illinois Motor Vehicle Theft Prevention Council, which funds the task force, determined that so far this year, auto theft in St. Clair and Madison counties has decreased 25 percent from last year.

"There is no question in my mind, we've had a very significant impact," Betten said.

In 1992, a total of 1,712 cars were reported stolen in St. Clair and Madison counties. That compares with 1,925 in 1991 and 1,879 in 1990.

"We're all going to pay for those cars being stolen through insurance premiums," Easterly said.

He credited street gangs with most of the car thefts, pointing out that the gang members steal cars

See FOCUS/2B

Continued on following page

Catching car thieves

Belleville News-Democrat, August 29, 1993

4 charged in insurance fraud case

By Lyle R. Rolfe
BEACON-NEWS STAFF

Geneva

Three Aurora Township residents and a Sheridan man have been charged in the first arrests the Kane County Auto Theft Task Force has made involving insurance fraud.

District 2 State Police Sgt. Marc Maton, task force spokesman, said the four men were indicted by a Kane County grand jury on several charges.

He said the arrests were made after investigators located a 1989 Firebird Formula in Moecheville. The vehicle had been reported stolen.

Officials received a tip in May that a stolen car was at the home of Richard C. Dahlberg Sr., 44, of the 700 block of South Calhoun Street, Aurora Township, Maton said. They learned the original identification number had been removed and replaced with one from a 1983 Firebird.

Maton said the vehicle's alleged owner, Robert Sloan of Sheridan, had reported the car stolen from Fox Valley Center in Aurora. Investigation revealed that Sloan's real name is Jeffrey S. Schweigen, 31, of Rural Route 1, Sheridan, he said.

Maton said authorities learned Schweigen had given his car to Thomas Floyd, 37, of the 700 block of South Kendall Street, Aurora Township, for him to dispose of so Schweigen could collect on his insurance.

Floyd and Charles D. Perry, 35, of the 600 block of South Calhoun Street, Aurora Township, took the car to Dahlberg, who paid them in cash and parts from the car, such as the grill, Maton said.

Dahlberg then changed the identification number on the car and began driving it, he said.

Floyd and Perry both have been charged with insurance fraud and insurance fraud conspiracy, Maton said.

Schweigen was charged with insurance fraud and insurance fraud conspiracy, filing a false police report and using a fictitious name on his vehicle registration, his driver's license, and his insurance. Maton said Schweigen also is wanted on warrants in Kane and LaSalle counties.

Dahlberg was charged with unlawful possession of a converted motor vehicle, unlawful removal of a manufacturer's identity, and unlawful possession of a vehicle identification number.

Since Dec. 1, 1992, the Kane County Auto Theft Task Force has recovered more than 40 stolen vehicles.

Aurora Beacon-News, September 7, 1993

Continued from 1B

for initiation rites and to strip for parts, which are easily sold or traded.

"Neighborhoods usually have a guy they just go to for car parts cheap," Betten said. "It could mean the difference between paying \$100 for a motor versus \$1,500 for a new motor."

The task force has made 160 arrests; 125 of them adults and 35 juveniles. The youngest was a 10-year-old passenger in a stolen car. The youngest driver of a stolen car was 13. On the average, that task force has netted one arrest for every 2.26 cars recovered.

So far, 120 people have been prosecuted by the task force.

Of the 72 felony charges filed in St. Clair County, 34 have resulted in convictions, according to St. Clair State's Attorney Robert Haida.

Two felony charges resulted in misdemeanor convictions. Six people were charged with misdemeanors, five of whom were convicted. Two felonies were dismissed, and the rest of the cases are pending.

Haida said about two-thirds of those convicted receive probation with the other third going to prison—about the same rate for other charges of the same class.

"You create a felony record, so the next time, you have the basis for further punishment," he said, noting that a second conviction for the same class felony is punishable by a mandatory minimum of three years in prison.

"There also is a deterrence effect in the word getting out to the community of thieves," he said. "It's much similar to what we saw with the drug task forces."

The task force has authority in all jurisdictions in both counties.

"All of the agencies are funneling all auto theft information into one centralized unit," Easterly said. "Never before has that been accomplished."

Fairview Heights Police Chief Roger Richards lauded the task force.

"I think we have a good nucleus to take care of a persistent problem," Richards said. "None of us (police departments) could have done these things because No. 1, we don't have the resources, and No. 2, we don't have the dollars."

Madison County State's Attorney William Haine said the task force is providing a much needed crime-fighting resource.

"It's doing very well, and we're pleased to part of it," he said.

On that same warm July night that netted the arrest of Graham, the task force also made a big score, arresting Fontez L. "Bo Bo" Relford in the theft of a car from a subdivision east of Belleville.

Relford had been in the task force's hands twice before in recent months for burglary to a motor vehicle and unlawful possession of a stolen motor vehicle.

The first charge was dismissed after a grand jury refused to indict when fingerprint evidence didn't pan out, Betten said.

On the second charge, Relford pleaded guilty in June and was free on his own recognizance pending sentencing Aug. 4.

Prosecutors were to recommend a sentence of no more than three years in prison, but Relford stood a good chance of getting probation.

In the meantime, Relford was charged with unlawful possession of a 1988 Chevrolet Camaro stolen July 6 near Belleville.

The car was recovered the day it was stolen and processed for fingerprints. Investigators found some prints that didn't match the owner of the car. But the prints didn't match Relford's.

The task force started looking for Relford, enlisting the help of Special Agent Antone Stewart, a state police trooper assigned to the task force who has a knack for finding people.

"They had been looking for him for several days with no luck," Stewart said.

He knew Relford hung out with the street gang the Gang Disciples.

"I saw the Gang Disciples at a location, and I knew he'd been there with them," Stewart said.

Alone, Stewart confronted Relford and his pals at 48th and Lincoln in Washington Park.

"I pulled up and said, 'Bo Bo, I want to talk to you.'"

Relford was under arrest.

Stewart, who cuts an imposing figure in his uniform, has no qualms about walking into the heart of a gang's 'hood.'

"I've been doing this for 12 years," he said. "I know most of them. They have respect for me, and I don't have trouble with them. They still jump out (of stolen cars) and run, but they know I'll catch them."

☆☆☆

The night after Relford's arrest also proved fruitful - again as the result of Stewart's knack for finding people who don't want to be found.

Driving in the 4000 block of

Belleville is second in stolen cars

Here is information about where cars in the metro-east were stolen from 1989 through 1992:

- East St. Louis had the most stolen cars in St. Clair County, followed by Belleville and Washington Park.

- In Madison County, it was Granite City followed by Collinsville and Alton.

- Of the cars stolen from East St. Louis and Belleville, the most were recovered in the respective cities.

- Cars stolen from Washington Park, Cahokia and Fairview Heights are most often recovered in East St. Louis.

- In Madison County, most cars were recovered in the cities from which they were stolen.

- The most popular street for car thefts in St. Clair County is State Street in East St. Louis. In Madison County, it's North Bluff in Collinsville.

- In St. Clair County, 49 percent of all motor vehicle thefts were from residential driveways. In Madison County, the largest group - 26 percent - were stolen from streets.

- The main items stripped from vehicles over the past four years have been the interior, accessories and the engine.

Lincoln in East St. Louis, he spotted a familiar face: 19-year-old Jerome Crockett.

"I heard St. Louis city had a warrant out for him for (auto) theft," Stewart said. "I was looking for him for about a week."

Seconds after the radio call went out that Stewart had a "hit," the task force converged on the scene.

Schilli had Crockett bent over the trunk of a police car with his hands in cuffs behind his back. He methodically took off each of Crockett's shoes and socks to make the search complete.

Stewart then started the wheels in motion to get Crockett back to St. Louis to face charges of unlawful possession of a stolen vehicle and stealing a motor vehicle.

"It's nice to have Jerome off the street," Betten told Cherry.

And the arrest gave the task force the ammunition it needed to solve one of its cases - fingerprints.

When Crockett was booked into the St. Clair County Jail, the task force got his fingerprints, then matched them to a 1986 Trans Am recovered March 30 in the 1500 block of North 42nd Street in East St. Louis. The car was stolen from St. Louis. With that evidence, the task force got a warrant from the state's attorney's office against Crockett for unlawful possession of a stolen vehicle.

"It wasn't until we found Jerome and got fingerprint on that outstanding warrant that we were able to make the case," Betten said.

☆☆☆

The insurance industry, which funds the task force, hopes increased enforcement will slow increases in auto insurance costs caused by theft and fraud.

"It is the largest cost item under the comprehensive part of your insurance premium," said Susan McKenna, a public affairs executive with the Illinois Insurance Service. "The insurance industry and law enforcement have done a good job holding hands and doing something about the problem."

Barbara Petrie, assistant claim superintendent with State Farm in Belleville, has been working with the task force and complimented its work in combating fraudulent claims.

"It's extremely effective to deter the fraud that is in the area," she said. "Anytime you can combat fraud in insurance, it's protecting the policyholder's money and making sure what is paid is what is owed."

Petrie also noted that the task force's quick recovery of stolen cars also saves money for the industry.

"Instead of getting a lot of stolen cars stripped and burned, we're getting them back in better shape and quicker," she said. "Ultimately, the policyholders are going to benefit."

Fairview Heights Chief Richards noted that in addition to hitting the community in the pocketbook, auto theft is a very personal crime for its victims.

"I think people feel about as violated when their car is stolen as when their house is burglarized," he said. "A car is an extension of people's personalities."

Coalition of cops winning the battle against car thieves

By Art Barnum
TRIBUNE STAFF WRITER

Du Page County's year-old undercover auto theft unit already has recovered cars valued at more than it cost to operate the program, and officials expect to do even better next year.

"This has been like opening up a brand new police department," said Illinois State Police Sgt. Mark Hinchy, director of the unit, which operates out of a former lunchroom at the sheriff's department's office in Wheaton.

"We had to do a lot of things just to get

under way, and we feel very proud of the fact that in just the first year we already paid for ourselves," Hinchy said.

The criminal justice and law enforcement arms of county and local governments are often the most expensive to taxpayers, and they offer the least financial return. But a state law that established the Du Page auto theft unit as well as seven others in the state is designed with dollars in mind.

Hinchy, who heads up a staff of undercover agents gathered from state, county and municipal police departments, reported to county officials that the BATTLE (Beat

Auto Theft Through Law Enforcement) unit recovered 60 automobiles within the last 12 months, and those cars were worth a total of \$597,000.

"Our state grant that we operate under was for \$375,000 for the first year, so we were more than \$200,000 to the good," Hinchy said.

After state legislators approved the bill in 1991, the state auto insurance industry started collecting \$1 a car per year that it insures. The \$5 million that was collected was split among eight different undercover task forces throughout the state.

"There is no bigger property crime than stealing a car, and we focus on organized auto theft rings, insurance fraud, chop shops and career auto thieves," Hinchy said.

In recent years auto theft in Du Page County has grown to an average of more than 100 cars a month. The 60 cars that the BATTLE unit recovered from August 1992 to July 1993 is not the total number recovered by all police in the county. Statewide statistics are not kept on individual county recoveries.

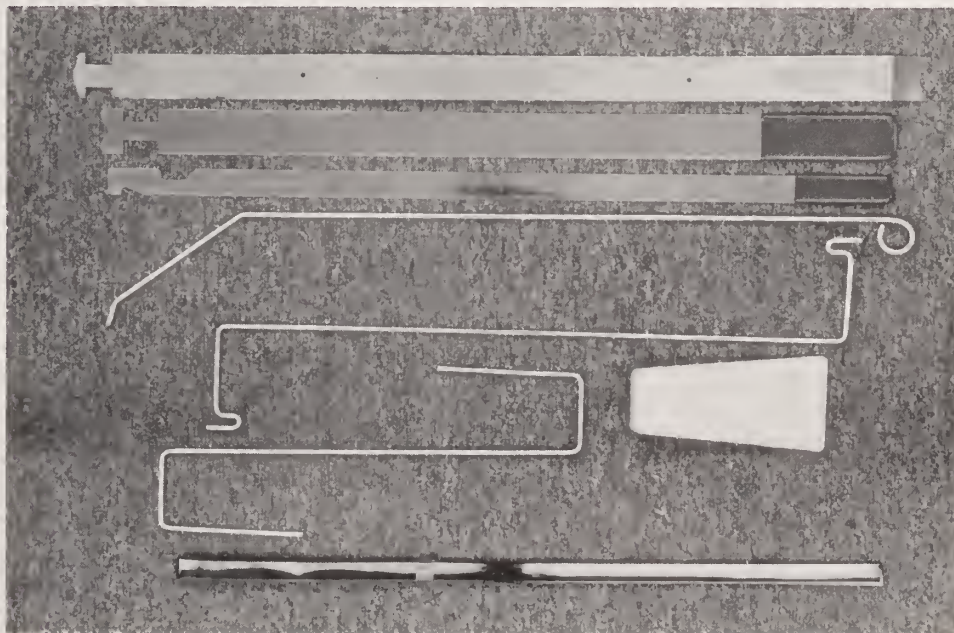
"But of our stolen autos that were recov-

ered by BATTLE, except for one that a trained agent just noticed one day, the rest came as a result of investigation," Hinchy said. "Being a countywide agency, we have the ability to cross political boundaries and concentrate and spend time on the tougher cases.

"Auto theft is not a problem with a geographical limit," Hinchy said, adding that all the local officers assigned to the unit are sworn in as state police officers to give them the authority to cross local and county boundaries.

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Chicago Tribune, September 9, 1993



"Slim jims" and other tools for unlocking cars.

Police gaining in war against car theft

By Joseph A. Kirby
TRIBUNE STAFF WRITER

The traffic stop began like many others: An Illinois state trooper flagged a motorist for speeding on the Kennedy Expressway.

By the time it was over, though - after a chase that ended when the suspect's car plowed into a median - authorities had inadvertently stumbled onto one of the northwest suburb's

most prolific car theft rings.

That encounter earlier this year led to the arrest of three other ring members, the recovery of 10 cars and, according to authorities, the clearing of 20 car theft cases. It also crystallized in the minds of some law enforcement officials that they had their hands full in the battle against auto theft.

"The stop was totally random and look what we found," said Sgt. Dan

Callahan, who has headed the Northwest Suburban Auto Theft Task Force since February. "It told me that there's got to be lots and lots more car theft out there."

And there is. In 1992, there were 71,976 cars stolen in Illinois. More than 90 percent of those thefts occurred in the Chicago area, with many crimes taking place in places like Elgin, Elk Grove Village,

Rockford and Schaumburg, according to statistics.

Callahan's mission is as straightforward as it is daunting: Curb the car thieves.

It won't be easy. In the law enforcement landscape - where drug kingpins, mafiosi and murderers steal the headlines and galvanize the public and politicians - the crime of auto theft at one time got as much attention as jaywalking, with

police considering it more of a nuisance than a problem.

Since then, professional thieves have elevated auto theft into an \$8 billion a year world-wide industry with tentacles as far away as the Middle East and Russia. In fact, the crime has become so lucrative, far-reaching and troublesome that in recent years law enforcement and insurance companies have be-

Theft

CONTINUED FROM PAGE 1

gun to develop formal strategies to combat it.

Hence Callahan and his task force.

The task force and its counterparts in Chicago, and Du Page, Kane, Lake, and Will Counties are backed by more than \$6 million in state monies, funded by a \$1 fee from each insurance policy purchased in the state. The units, which are supervised by the Illinois State Police, complement an educational program designed by the state to help motorists try to avoid car theft.

A little more than a year after the northwest suburban task force was started, the unit can best be viewed as the law enforcement equivalent of a Yugo: small, cheap and functional. The task force opened 90 investigations, made 30 arrests and recovered 54 cars with a total value of \$617,000 - nearly double the unit's budget.

It works out of Maine North High School, a nearly vacant structure currently being renovated for future use by the state police. Its staff of nine works more closely than most, mainly because there aren't enough offices to go around.

The task force's fax machine was donated by the Mt. Prospect Police Department. The desks and file cabinets come compliments of Schaumburg-based Motorola, Inc. And some of the bookcases were purchased at garage sales by member officers. Total task force operating budget: \$390,000.

The task force gets rolling when a local department comes across a

stolen car with a person inside. Task force officers, who are on call 24 hours a day, conduct an investigation much like their narcotics and homicide counterparts.

Then there's a follow-up, complete with background checks and cross-referencing stories and suspects with other task forces. As logical as the steps seem, the approach is a departure from the traditional manner in which Callahan said police used to investigate stolen cars, which is to say, not very well.

"It sounds basic, but it's really kind of new," he said. "Before, it used to be that patrol officers were quick about their wits and tried to ask the right questions. Now, it's finally becoming a bit more refined."

In part through the use of task forces, authorities now track car thieves through multiple jurisdictions. They share information and have improved their techniques in investigating body shops and junkyards. And they keep scrupulous records on car theft incidents in general, according to Callahan.

One of the major changes, experts say, is that police departments have become more aggressive.

Callahan's officers once staked out Schaumburg's sprawling Woodfield Mall to nab thieves in the act. But the task of placing officers on the roofs to spot thieves, in the lot at eye level and others at the ready to make an arrest, was just too overwhelming for the task force still in its infancy.

"I thought it would be easy," Callahan recently lamented. "But it takes so much manpower and effort, that it's difficult to carry on for a long time. We're still a small operation."

Maybe so. But crime experts said such task forces may have finally begun to make a dent. There was a decrease in stolen automobiles nationwide in 1992, the first in a decade. Car thefts nationwide decreased 3 percent and the number of stolen cars fell from 1.66 million to 1.61 million, according to the National Insurance Crime Bureau.

The nearly 72,000 cars swiped in Illinois in 1992 is nearly 5 percent lower than in 1991, when 75,642 automobiles were reported stolen, NICB officials said. The state's numbers had been rising since 1987.

Despite the decrease, Illinois held on to its No. 5 ranking of worst car theft states in the nation. It trailed California, with 320,112; New York, 168,922; Texas, 145,071; and Florida, 111,685. Vermont had the fewest car thefts in the U.S. with 600.

Eight of the top 10 worst car theft states - as well as 34 of the 50 states - showed decreases, but authorities aren't quite sure why.

NICB's Bill Welch and Terry Gainer, director of the Illinois State Police, surmised it may be law enforcement's new approach to auto theft, more crime-resistant cars being produced by manufacturers and the public's use of anti-theft devices.

Whatever the reason, authorities are happy. With good reason. For one, the crime is estimated by insurance companies to have hiked premiums between 10 percent and 30 percent on an average \$1,000 policy, according to NICB. Sec-

ondly, law enforcement efforts to stop it cost taxpayers millions.

Now, finally, officials said, there may be a respite. You wouldn't know it from talking to the task force.

"The cases are non-stop," Callahan said.

So much so, he said, that task force officers must carefully screen calls from police departments and filter out lesser crimes, such as joyrides or thefts of opportunity. And the calls - which once weren't made because no one knew of the task force - now don't stop.

The northwest suburbs - with a large volume of cars, the seemingly endless parking lots and nearby expressways - present a particularly juicy target for car thieves.

The lure, of course, is money. Car thieves can make as much as three to five times the value of an automobile by stripping it and selling its parts individually, according to authorities. Or, they can make \$3,000 to \$10,000 a car by removing the vehicle identification number, known as 'retagging' the car, and reselling it to a third party.

That is what authorities discovered when they stopped the speeding motorist who was part of the theft ring. These types of rings service 'chop shops', unscrupulous auto parts suppliers, car owners who work with professional car thieves to defraud insurance companies and overseas exporters.

"It's global, Callahan said. "It's really, really big."

Chicago Tribune, October 17, 1993

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Law Enforcement Programs: Task Forces and Other Special Programs

Multi-jurisdictional Task Forces

Program Name: Northwest Suburban Auto Theft Task Force
Agency: Village of Schaumburg, Department of Police
Funds Awarded: \$797,197
Program Started: August 3, 1992

This multi-jurisdictional task force has the following characteristics:

- Serves 15 municipalities in northwestern Cook County, bounded by the Cook-DuPage County line on the south, the Kane-Cook County line on the west, the Lake-Cook County line on the north, and O'Hare Airport and I-294 on the east
- Draws its investigators from the Schaumburg, Arlington Heights, Des Plaines, Elk Grove Village, Palatine, and Rolling Meadows police departments and the Illinois State Police. The National Insurance Crime Bureau has also assigned an agent to the task force.

Grant funds also support one clerical position.

Results

From its inception through December 1993, the task force:

- Initiated 135 auto theft investigations, resulting in 79 arrests and five convictions
- Recovered a total of 89 vehicles worth an estimated \$1,142,403.

Program Name: DuPage County Auto Theft Task Force
Agency: County of DuPage, Sheriff's Department
Funds Awarded: \$701,538
Program Started: August 3, 1992

This multi-jurisdictional task force has the following characteristics:

- Serves DuPage County
- A joint effort of the Illinois State Police, the DuPage County Sheriff's Department, and the 35 municipal police agencies in DuPage County
- Draws its investigators from the Illinois State Police, the DuPage County Sheriff's Department, and the Bloomingdale, Naperville, Oak Brook, and

Woodridge police departments. The National Insurance Crime Bureau has also assigned an agent to the task force.

A DuPage County Assistant State's Attorney is working full time with the task force to develop and prosecute cases. The task force is supported by one secretary.

Results

From its inception through December 1993, the task force:

- Initiated 129 investigations, resulting in 77 arrests, 75 prosecutions, and 26 convictions
- Recovered a total of 79 vehicles and various parts, worth an estimated \$808,700.

Program Name: Kane County Auto Theft Task Force
Agency: City of Elgin—Department of Police
Funds Awarded: \$293,135
Program Started: August 24, 1992

This multi-jurisdictional task force has the following characteristics:

- Serves Kane County
- Draws its investigators from the Aurora Police Department, the Kane County Sheriff's Department, the Elgin Police Department, the Kane County State's Attorney's Office, and the Illinois State Police. The National Insurance Crime Bureau has also assigned an agent to the task force.

A Kane County Assistant State's Attorney is available at all times to assist in the investigation and prosecution of the unit's cases. Grant funds also support a part-time clerical position.

Results

From its inception through December 1993, the task force:

- Initiated 73 investigations, resulting in 104 arrests, 105 prosecutions, and 23 convictions
- Recovered 197 stolen vehicles worth an estimated \$867,772.

Program Name: Tri-County Auto Theft Unit
Agency: City of Joliet, Police Department
Funds Awarded: \$745,278

Program Started: September 1, 1992

This multi-jurisdictional task force has the following characteristics:

- Serves Will, Kankakee, and Grundy Counties
- Draws its investigators from the Grundy, Kankakee, and Will county sheriff's departments and the Joliet, Romeoville, Bolingbrook, and Crest Hill police departments, as well as the Illinois State Police. The National Insurance Crime Bureau has also assigned an agent to the task force.

Results

From its inception through December 1993, the task force:

- Initiated 391 investigations, leading to 85 arrests and 10 convictions
- Recovered 178 vehicles—including cars, motorcycles, trucks/buses, pieces of heavy equipment, and a boat—worth an estimated value of \$897,655.

Program Name: Metro East Auto Theft Task Force
Agency: City of Collinsville, Police Department

Funds Awarded: \$985,676

Program Started: September 1, 1992

This multi-jurisdictional task force has the following characteristics:

- Serves the East St. Louis metropolitan area, covering St. Clair and Madison counties
- Draws its investigators from the Collinsville, Fairview Heights, Cahokia, Southern Illinois University at Edwardsville, and East St. Louis police departments; the Madison County Sheriff's Department; the St. Clair County Sheriff's Department, the Office of the St. Clair County State's Attorney, the Office of the Madison County State's Attorney, the Illinois State Police, and the Secretary of State's Department of Police.

Grant funds also support two clerical positions.

Results

From its inception through December 1993, the task force:

- Initiated 799 investigations, resulting in 283 arrests and 97 convictions
- Recovered a total of 543 vehicles, with a value of approximately \$2,843,187

Program Name: Lake County Motor Vehicle Theft Prevention Task Force
Agency: City of Waukegan, Police Department

Funds Awarded: \$476,673

Program Started: October 1, 1992

This multi-jurisdictional task force has the following characteristics:

- Serves Lake County
- Draws its investigators from the Waukegan, Vernon Hills, Gurnee, and North Chicago police departments and the Lake County Sheriff's Department.

The Lake County State's Attorney's Office coordinates all prosecutions of task force cases.

Results

From its inception through December 1993, the task force:

- Initiated 372 investigations, resulting in 134 arrests, 94 prosecutions, and 49 convictions
- Recovered 267 vehicles and 62 component parts, including engines, fenders, transmissions, accessories, and VIN plates.

Vehicle recoveries made had an estimated value of \$1,537,500.

Program Name: South Suburban Auto Theft Interdiction Network

Agency: Illinois State Police

Funds Awarded: \$804,755

Program Started: November 1, 1992

This multi-jurisdictional task force has the following characteristics:

- Serves 69 communities in southern Cook County
- Includes nine officers paid for with trust fund money and three investigators contributed by the Illinois State Police
- Draws its investigators from the Bridgeview, Lansing, Calumet City, and Oak Lawn police departments, the Cook County Sheriff's Department, the National Insurance Crime Bureau, and the Illinois State Police
- Augments the Illinois State Police Division of Operation's current auto theft unit.

Grant funds have also been used to outfit officers with communications equipment and to provide support staff with the office equipment and supplies necessary to support the task force.

Results

From its inception through December 1993, the task force:

- Initiated a total of 134 investigations, resulting in 221 arrests, 192 prosecutions, and 23 convictions
- Recovered a total of 154 vehicles, including some

used in an insurance fraud ring

- Recovered numerous parts and accessories.

The estimated value of recovered vehicles and parts was \$1,706,625.

Program Name: Northern Illinois Auto Theft Task Force

Agency: County of Winnebago, Sheriff's Department

Funds Awarded: \$320,731

Program Started: November 1, 1993

This multi-jurisdictional task force has the following characteristics:

- Serves Winnebago and Boone Counties
- Draws its investigators from the Illinois Secretary of State's Department of Police, the Winnebago and Boone county sheriff's department, and the Rockford, Loves Park, and Cherry Valley police departments. The National Insurance Crime Bureau has also assigned an agent to the task force.

Grant funds also support a clerical position.

Results

From its inception through December 1993, the task force:

- Initiated 42 criminal investigations, leading to 11 arrests and 6 prosecutions
- Recovered 28 vehicles worth an estimated \$126,100.

Chicago Police Department Programs

Program Name: Motor Vehicle Theft Prevention Program

Agency: City of Chicago, Police Department

Funds Awarded: \$1,034,384

Program Started: November 1, 1992

This program will enable the Chicago Police Department to implement a multi-faceted approach, composed chiefly of additional personnel and equipment resources, to the problem of motor vehicle theft in the City of Chicago. The program has several key elements:

- The department's current mobile data terminal system is being replaced with new terminals, additional receivers, and a message switch computer. Once completed, the updated system will improve an officer's effectiveness, efficiency, and safety, while simultaneously reducing the workload on the communications operations section dispatchers. The unit is awaiting delivery of the equipment—expected in January 1994.

- Additional equipment will be purchased for the department's Communications Operations Section which will allow it increased access to the Department's Hot Desk, and the LEADS, NCIC, and NLETS systems. This section handles the initial theft reports made by complainants. Internal approval has been given for the acquisition of computer equipment. In addition, six officers have received computer training for entry and retrieval of vehicle theft information.

- In the Alternate Response Program, an additional remote terminal operator has been hired and additional computer equipment will be purchased. This section is responsible for the verification of all information on stolen/recovered vehicles which was preliminarily entered into LEADS, etc. The unit has been given internal approval for the purchase of computer equipment.

- In the Auto Pound Section, additional remote terminal operators have been hired and additional equipment and supplies are to be purchased to support this unit's confidential vehicle identification number investigations. The unit is waiting for delivery of equipment.

- In the Auto Theft Section of the Detective Division, additional remote terminal operators have been hired and equipped to enhance the unit's crime analysis and investigative support capabilities.

Program Name: Strategic Motor Vehicle Theft Reduction Program

Agency: City of Chicago, Police Department

Funds Awarded: \$1,000,000

Program Started: November 1, 1993

This program created a new initiative in the Chicago Police Department aimed at enhancing its capacity to reduce motor vehicle theft and increase apprehensions of motor vehicle thieves through the use of computerized crime analysis and mapping technologies. The technology would identify "hot spots" in the city that would, in turn, enable the development of effective street-level enforcement and prevention strategies. The program is based on a successful effort in Baltimore County, Maryland. The trust fund grant is for personal computer configurations, training and programming support personnel, and data entry personnel. Equipment and personnel procurement has been initiated.

ALERTS Initiatives

Program Name: Peoria/Tazewell County ALERTS Motor Vehicle Theft Prevention Initiative

Agency: County of Peoria—Sheriff's Department

Funds Awarded: \$229,648

Program Started: August 1, 1992

This award enabled law enforcement agencies in Peoria and Tazewell counties to establish a "street level" approach to motor vehicle theft. The specialized investigative program uses existing street-level patrol resources coupled with and supported by ALERTS mobile data technology to provide officers with immediate access to the information needed in the field to investigate and identify stolen motor vehicles. The program:

- Provides mobile data terminals for 54 patrol vehicles in the two-county area
- Includes 11 agencies: the Peoria, East Peoria, Pekin, Bartonville, Chillicothe, Creve Coeur, Morton, Peoria Heights, and Washington police departments, as well as the Peoria County and Tazewell County sheriff's departments

The agencies use the mobile terminals for ongoing and daily routine patrol activities, as well as the following activities directed specifically toward motor vehicle theft:

- At least one weekly parking lot (motel/apartment/train station/business district) sweep, aimed at identification and recovery efforts

- At least one monthly directed patrol, focusing on street-level identification and interdiction efforts based on a tactical analysis of statistics and incidents of motor vehicle theft
- At least one special operation every two months, targeting those areas hit heavily with and known to be conducive to motor vehicle theft, for the purposes of interdictions, recovery, and apprehension.

Results

Through October 1993 (three months from installation of the equipment), the agencies using the terminals:

- Made 103,690 vehicle and registration inquiries, resulting in the identification of 36 stolen motor vehicles, 14 arrests, 10 prosecutions, and 2 convictions
- Made 367 "sweeps" of parking lots, hotel and motel lots, train stations, and business districts
- Conducted 56 directed patrols, using the mobile data terminals to focus on street-level identification efforts
- Carried out 46 special operations, targeting areas hit heavily with and known to be conducive to motor vehicle theft.

Program Name: Winnebago/Boone County ALERTS Motor Vehicle Theft Prevention Program

Agency: County of Winnebago on behalf of the Sheriff's Department

Funds Awarded: \$229,648

Program Started: January 1, 1993

This award enabled law enforcement agencies in Winnebago and Boone counties to establish a "street level" approach to motor vehicle theft. The specialized investigative program uses existing street-level patrol resources coupled with and supported by ALERTS mobile data technology to provide officers with immediate access to the information needed in the field to investigate and identify stolen motor vehicles. The program:

- Provides mobile data terminals for 43 patrol vehicles in the two-county area
- Includes five agencies: the Rockford, Cherry Valley, and Loves Park police departments, as well as the Boone County and Winnebago County sheriff's departments.

The program also provided funds for an assistant state's attorney, who serves as an auto theft prosecutions specialist and handles all auto theft and related prosecutions in the two counties and assists in inves-



Mobile data terminals provide investigators with instant on-line access to federal, state, and local information systems.

tigative work undertaken by law enforcement agencies—such as the Northern Illinois Auto Theft Task Force, which is also funded by the Council.

The agencies use the mobile terminals for ongoing and daily routine patrol activities, as well as the following activities directed specifically toward motor vehicle theft:

- At least one weekly parking lot (motel/apartment/train station/business district) sweep, aimed at identification and recovery efforts
- At least one monthly directed patrol, focusing on street-level identification and interdiction efforts based on a tactical analysis of statistics and incidents of motor vehicle theft
- At least one special operation every two months, targeting those areas hit heavily with and known to be conducive to motor vehicle theft, for the purposes of interdictions, recovery, and apprehension.

Results

Through December 1993 (one month from installation of the equipment), the agencies using the terminals:

- Made 32,511 vehicle and registration inquiries, resulting in the identification of 14 stolen motor vehicles, eight arrests, and four prosecutions
- Made 74 “sweeps” of parking lots, hotel and motel lots, train stations, and business districts
- Conducted 11 directed patrols, using the mobile data terminals to focus on street-level identification efforts
- Carried out four special operations, targeting areas hit heavily with and known to be conducive to motor vehicle theft.

Specialized Prosecution Programs

Program Name: Motor Vehicle Theft Specialized Prosecutions Program
Agency: Office of the Cook County State's Attorney
Funds Awarded: \$782,608
Program Started: August 23, 1992

This program established a specialized prosecution unit in the Office of the Cook County State's Attorney. The “vertical” prosecution unit is staffed with three assistant state's attorneys, two investigators, one administrative assistant, and one law clerk.

Results

From its inception through December 1993, the unit:

- Charged a total of 90 criminal cases, 61 of which

have resulted in felony probation or prison terms. No cases, to date, have resulted in “not guilty” verdicts

- Prosecuted 62 persons as “career auto thieves,” 29 of whom have been convicted on felony charges.

Program Name: Specialized Prosecution Program
Agency: County of Will, Office of State's Attorney
Funds Awarded: \$57,633
Program Started: November 1, 1993

This program established a specialized “vertical” prosecution unit within the Will County State's Attorney's Office. The unit augments the Tri-County Auto Theft Task, also funded by the Council. The unit handles all prosecutions generated by the task force as well as other vehicle theft-related cases, and is available for prosecutions and/or advisement with other state's attorneys' offices in the area. The grant award is used to cover the costs of an assistant state's attorney, a secretary, and associated equipment.

Results

From its inception through December 1993 (a two-month period), the unit:

- Opened 36 new cases, resulting in 9 convictions.

Audit Programs

Program Name: SOS Police Special Audit Teams Program
Agency: Illinois Secretary of State, Department of Police
Funds Awarded: \$2,149,438
Program Started: June 1, 1992

This program was designed to develop an aggressive statewide audit program to use specially trained civilian employees to conduct intensive and in-depth audits of motor vehicle related licensees regulated by the office of the Secretary of State. The goal of this program is to reduce the market for stolen vehicles and parts through an aggressive program of auditing licensed salvage yards, rebuilders, repairers, and scrap processors in the state. More specifically, this program is aimed toward:

- Reducing the number of vehicles stolen and disposed of through salvage yards, rebuilders, repairers, and scrap processors
- Reducing the number of stolen or contraband essential vehicle parts sold to businesses and the general public
- Eliminating “chop shops,” retagging operations, and

organized theft rings operating in the state

- Tracking the flow of salvage title and salvage vehicles statewide.

The grant funds support a 36-person program. The department has established several special audit teams to serve Chicago, East St. Louis, Peoria, and Rockford.

Results

From its inception through December 1993, the audit teams:

- Conducted 5,113 audits of Illinois licensees, resulting in 104 misdemeanor and eight felony arrests, along with 373 written warnings
- Audited 69,110 vehicle titles and 62,202 junking certificates
- Individually tracked 11,545 salvaged titles and, due to the condition of the salvage, forced the conversion of 18,074 titles and salvage certificates to junking certificates (eliminating the potential for these salvage vehicles being "re-tagged" in the future)
- Checked 178,742 vehicles; of these, 140 had been reported stolen and were worth an estimated \$668,300; 750 were contraband vehicles whose identity could not be determined. They were worth an estimated \$1,955,300.

The audits also resulted in:

- 3,742 written notifications of violations issued to

licensees, detailing a total of 127,914 counts on 6,649 separate charges

- 41 administrative hearings to review findings
- 81 licenses voluntarily surrendered by licensees, either prior to or after audits
- 223 criminal investigations initiated by the Secretary of State's Department of Police and 39 other cases referred to outside agencies and task forces.

Program Name: Special Audit Program—Insurance Pool and Essential Parts Tracking
Agency: Illinois Secretary of State, Department of Police

Funds Awarded: \$282,715

Program Started: December 1, 1993

This program created an additional 10-person audit initiative that expanded and enhanced the Special Audit Teams program already funded by the Council. This program responds to two specific problems: (1) some vehicles being sold at insurance pools around the state are in a condition which precludes rebuilding or which have no usable essential parts; and, (2) essential parts tracking tests have identified errors and falsifications. Both problems are evidence of sophisticated auto theft operations. This program involves auditing and inspection of all insurance pools in Illinois to gather photographic/video and documentary evidence on the day of and day after sales. Information gathered during the course of these audits will allow the tracking and investigation of salvage vehicles. Essential parts buyers and sellers would also be audited under this program. The grant funds awarded cover the costs of staff and associated contractual, travel, and commodities costs.

Results

From its inception through December 1993 (1 month of operation), the teams:

- Checked 253 vehicles at insurance pools, 83 of which had been sold
- Checked 36 in-state buyers and 47 out-of-state buyers.

One vehicle title proved to be a "hit" in the SOS computer systems. The case is under investigation.



Auditors check every vehicle in a salvage operator's lot against theft reports and against the business owner's books.



Other Specialized Programs

Program Name: Vehicle for Change Program
Agency: United Charities and Office of the Cook County State's Attorney
Funds Awarded: \$600,906
Program Started: August 23, 1992

This program created a diversionary program within the juvenile court system of certain Cook County areas. The joint effort diverts juvenile offenders charged with first-time Possession of Stolen Motor Vehicle (PSMV) from the court system into a nine-month alternative sanctions program consisting of intensive social services. The objective of this program is to stabilize the family situation and deter the youth from further involvement in criminal activity.

The program consists of:

- Screening and selection of eligible youths by the Cook County State's Attorney's Office at the Juvenile Court. Criteria for program participation are: residence in Police District Area 3; ages 13 to 16; and, first-time PSMV offender.
- Signing of a service agreement by each youth's family. The agreement outlines the requirements of the program, including the referral of the case back to the courts if the child drops out of the program or has another encounter with the juvenile justice system while in the program.
- Assignment of the youth's family to a social worker-case manager team at United Charities Midway Center.
- Assessment by the team of the youth's personal strengths and deficits, family and social supports, educational needs, and desire for change.
- Aggressive outreach by the team to the youth and his or her family.
- Development of an individual plan of needs and referrals for extended community-based services after the agreement ends.
- Numerous recreational activities designed to promote informal interaction.
- Tracking of youths who complete the program, to determine the recidivism rate of this group as compared to those not participating in the program.
- Recruitment of youths who have successfully completed the program as "peer mentors." It is believed that peer mentoring will provide the incoming offenders with role models, as well as help strengthen the resolve of outgoing "graduates" to stay out of trouble.

Results

During calendar year 1993:

- The program received 245 referrals
- 167 youths enrolled in the program; eight youths refused to participate
- More than 225 counseling sessions were held
- 37 youths successfully completed the program.

Program Name: Prevention, Enforcement, and Tracking Program
Agency: County of Cook, Sheriff's Police Department
Funds Awarded: \$119,479
Program Started: December 1, 1992

This program created a specialized investigative unit, dedicated solely to motor vehicle theft investigations and activities, within the Cook County Sheriff's Police Department. The unit consists of:

- Four investigators performing motor vehicle theft duties who relocated from their district stations to one central location
- A fifth investigator and one supervising sergeant, assigned by the Cook County Sheriff's Police Department
- Two civilian support staff.

The unit is responsible for conducting motor vehicle theft investigations in the unincorporated areas of Cook County, as well as assisting, upon request, those areas of Cook County not served by another Council-funded task force.

Results

From January 1993, when the program began, through December 1993, the unit:

- Initiated 384 investigations, 38 of which were begun through calls for assistance from local jurisdictions
- Made 35 arrests, resulting in 25 prosecutions and two convictions
- Recovered 355 vehicles worth an estimated \$1,815,024.

Infrastructure

Supporting Law Enforcement

Program Name: Motor Vehicle Theft Prevention Training Program
Agency: Illinois Local Governmental Law Enforcement Officers Training Board
Funds Awarded: \$405,047
Program Started: June 1, 1992

This program created a comprehensive statewide motor vehicle theft prevention training plan to meet the needs of state and local law enforcement agencies in theft recognition, detection, investigation, enforcement, and prosecution. The program includes the development and delivery of standardized training policies, curricula, and enhanced training aids at various levels.

In its first year, the program offered three levels of auto theft training: basic in-service, advanced, and specialist.

Results

Through November 1993:

- Basic in-service training: 173 officers took the one-week course and 128 took the one-day course offered. Test scores rose 17 percent among officers who took the one-week course and 63 percent among officers who took the one-day course
- Advanced training: 62 officers took the one-week course and 90 took the one-day course. Test scores rose 24 percent among officers who took the one-week course and 39 percent among officers who took the one-day course
- Specialist training: 64 officers took the one-week course. Test scores rose 80 percent
- 40,000 copies of the *Auto Theft Handbook*, updated by program staff along with the Illinois State Police and the Secretary of State Police, were distributed to all police officers throughout the state.

Program Name: Motor Vehicle Theft Intelligence Clearinghouse
Agency: Illinois State Police
Award Amount: \$333,344
Program Started: July 1, 1992

This program established a Motor Vehicle Theft Intelligence Clearinghouse within the Illinois State Police's Division of Operations, for the collection, analysis,

storage, and dissemination of strategic and tactical intelligence information relating to motor vehicle theft. The Clearinghouse is staffed by a program supervisor, whose services are contributed by the Illinois State Police, three criminal intelligence analysts, one administrative assistant, one input operator, and other Illinois State Police staff as required.

The clearinghouse carries out the following functions:

- Development of a standardized motor vehicle theft and recovery report
- Special analyses of currently available motor vehicle theft information in Illinois, including the LEADS, I-UCR, and Chicago CRIMES data systems
- Development and publication of statewide and county profiles of 1989–1992 motor vehicle thefts and recoveries
- Provision of strategic information to law enforcement agencies in Illinois.

The clearinghouse staff are working to improve the collection, analysis, and dissemination of data by preparing for the link-up to the National Insurance Crime Bureau Database.

Results

- Clearinghouse staff collected 351 forms submitted by 21 task forces or agencies, to construct a comparison study between LEADS entries and the information collected on the Motor Vehicle Theft Report forms. Final recommendations on the form were forwarded to the Council in October 1993
- The clearinghouse has developed recommendations for improvements to the LEADS and I-UCR systems. A number of technical issues are under study by I-UCR and Informations Systems Bureau staff, who are developing proposals for the Council's consideration to fund such improvements.

Responses to task forces and other inquiries for intelligence information are also continuing, and LEADS summaries are disseminated to each task force on a regular basis:

- Monthly summaries of recent parolees involved in motor vehicle theft-related crimes are prepared and disseminated to all task forces
- Multi-year regional and statewide profiles have been completed, as well as profiles for Sangamon,

Peoria, Boone, Champaign and Winnebago counties.

Staff analysts continue to communicate regularly with local law enforcement officials to disseminate and review this information.

Program Name: ALERTS Program Expansion
Agency: Illinois Criminal Justice Information Authority
Funds Awarded: \$600,000
Program Started: August 1, 1992

The Police Systems Unit of the Illinois Criminal Justice Information Authority provides data processing services to 178 Illinois law enforcement agencies through its Police Information Management System (PIMS), Area-wide Law Enforcement Radio Terminal System (ALERTS) and Automated Law Enforcement communications Systems (ALECS). ALERTS is the Authority's mobile (in-car) data terminal system, which currently provides access to state, national, and local databases to 170 agencies in nine Illinois counties.

The Council's award for this program is for purchasing additional computers and infrastructure to increase the number of agencies participating in ALERTS, as well as the total number of vehicles equipped with mobile data terminals. The grant allows expansion of service into new areas and enables additional agencies in existing service areas to join the program.

Results

Since implementation of the expansion program:

- 11 of the 12 base stations have been allocated for sites: five in Chicago, four in Peoria, and two in Rockford
- An additional 56 agencies have joined the ALERTS network—13 agencies are operational in the Peoria area, five agencies in the Rockford area, and 30 agencies in the Chicago metropolitan area
- Four law enforcement programs funded by the Council also participate in the ALERTS network, relying on mobile data terminals to aid their investigative work
- More than 500 additional law enforcement vehicles have been equipped with mobile data terminals on ALERTS
- More than 1,100 officers in the newly added agencies have been trained to use the ALERTS mobile data terminals
- The number of mobile data terminals in use in the ALERTS network has grown by 63 percent, from 800 to 1,300.

Program Name: Insurance Vehicle Expense Fund Program

Agency: Illinois Anti-Car Theft Committee

Funds Awarded: \$70,070

Program Started: November 1, 1992

To support Council-funded law enforcement efforts and to make limited trust fund dollars go as far as possible, insurance companies are contributing more than 80 vehicles from their pool of theft recoveries for use in Council-funded programs. In turn, the Council, through the Illinois Anti-Car Theft Committee, made trust fund money available for repairs or to purchase parts for these vehicles, so the funds that would have gone toward new vehicle purchase or leasing could instead be used for additional personnel and related costs for other programs.

The funds made available for this program are used only for repairs or parts for vehicles supplied to Council-funded programs by the insurance industry.

Results

Through December of 1993:

- Approximately \$56,000 in repairs have been made to 65 of the 70 donated vehicles currently being used in Council-funded programs
- Some funds have been used to obtain "clear" Illinois titles and confidential license plates for the vehicles, because most are used for undercover police operations. Nearly all vehicles' salvage titles have to be transferred to "clear" certificates of title for this purpose. Through December 1993, confidential registrations for 35 vehicles had been obtained at a cost of \$53.00 per vehicle. This expense had totaled about \$2,000.

Innovative Programs

Program Name: Park Forest Auto Theft Reduction Program
Agency: Village of Park Forest, Department of Police
Award Amount: \$41,394
Program Started: May 13, 1992

This experimental program was designed to increase patrols in multifamily housing areas of the Village of Park Forest. These areas account for 90 percent of all attempted vehicle thefts and 65 percent of all completed thefts in Park Forest.

Under this program, two officers were assigned to patrol the multifamily areas of Park Forest either on foot or bicycle during the peak days and times for thefts and attempts: between 9 p.m.—3 a.m. on Wednesdays through Saturdays, from May through September. In addition to the patrols, a column was added to the community newsletter providing citizens with vehicle theft information and prevention tips.

Results

From the program's inception through December 1993:

- The special patrols took place on 141 nights, for a total of almost 1,666 hours of patrol
- The patrols resulted in 14 arrests for a variety of offenses, including possession of a stolen motor vehicle, attempted auto theft, criminal damage to a vehicle, and auto theft. The arrest figures for this 10-month period virtually matched the year's total arrests for 1990 (11), and surpassed the number of arrests made during all of 1991 (nine). As of December 31, 1993, all prosecutions resulting from the patrols were still pending
- The patrols recovered 126 vehicles
- Vehicle thefts in Park Forest dropped by 14.7 percent in 1992, compared to the 1991 total. This was the first decrease in five years.

Program Name: Operation Offender Identification
Agency: Village of Tinley Park, Police Department
Funds Awarded: \$35,000
Program Started: July 15, 1993

This program uses fully-trained department personnel to conduct full crime scene processing of all recovered stolen vehicles, including those involved in

other crimes. The program is considered a pilot test of the usefulness of crime scene processing coupled with the Illinois State Police's Automated Fingerprint Identification System (AFIS) to identify vehicle thieves in a timely manner.

Results

From the program's inception through December 1993 (six months), program staff:

- Processed 122 vehicles, 94 of which contained latent fingerprints, resulting in the arrest of three suspects as a result of AFIS "hits"
- Are awaiting laboratory results for 37 complete or partial sets of fingerprints
- Have worked a total of 286.5 overtime hours in connection with the program.

Program Name: Research in Motor Vehicle Theft—Strategies That Work
Agency: Western Illinois University
Funds Awarded: \$54,247
Program Started: November 15, 1993

This grant award is for a research project involving interviews of 50 convicted inmates incarcerated for vehicle theft and related crimes. A questionnaire is under development which is designed to:

- Identify the motivating factors which lead offenders to commit motor vehicle theft as well as the factors that lead to the desire to commit vehicle theft
- Determine the range of ability of skill necessary to effect vehicle thefts
- Discover how criminals perceive opportunities to commit theft.

Little hard data exist regarding the origins and pattern of the career of the auto thief, and it is hoped that useful knowledge will emerge which will create strategies to prevent auto theft. Inmates from three Illinois medium-security prisons will be selected by researchers and prison officials. The program will further tailor the inmate questionnaire for use among 25 convicted auto theft probationers for comparison. The researchers will also liaison with the Vehicle For Change program staff to exchange information regarding auto theft by juveniles.

Public Awareness and Education

Program Name: Project Park Smart: A Statewide Public Awareness Program
Agency: Illinois Anti-Car Theft Committee
Funds Awarded: \$207,700
Program Started: March 12, 1993

This statewide public awareness program is centered on the message "Park Smart," aimed at encouraging drivers to be aware of the methods *they* can employ to reduce the chance of a vehicle being stolen. The program calls for corporate donations and sponsorships and relies on the professional services of Lesnik Public Relations. The program began in March 1993. Through December 1993, the multi-faceted program has involved the following:

- Spokesperson training and speakers bureau: Spokespersons identified include Chairman Gainer, Secretary of State George Ryan, I-ACT chairman Chuck Doerr, and SOS Police Director Giacomo Pecoraro. A press conference fly-around was held May 24-25, 1993 in Chicago, Rockford, Peoria, Springfield, and East St. Louis to announce the program. I-ACT chairperson Chuck Doerr has taken part in radio talk shows and television interviews about auto theft
- Logo: *Park Smart* has its own logo for use on stationery, media kits, brochures, displays, etc.
- Media information kit: A press kit was developed and mailed to members of the media
- Ongoing media relations: News releases have been developed and mailed to media; follow-up calls continue to be made

- Community organizations: A community outreach kick-off event was conducted November 12-13, 1993 at Yorktown Shopping Mall in Lombard featuring the display, brochures, and speakers. The local media attended. Likewise, *Park Smart* appeared at the Woodfield Shopping Mall in Schaumburg on December 4, 1993. Program representatives also traveled to Northfield Square on December 17 and 18; good media coverage followed
- Secretary of State: Prevention tips will be included in driver training materials distributed by the Illinois Secretary of State
- Brochure: A *Park Smart* brochure has been printed, and is being distributed through Secretary of State driver facilities, insurance companies, community groups, law enforcement agencies, service stations, etc. Several thousand brochures were distributed at the Ford City Shopping Mall in December. The brochure fits into the tabletop display created especially for *Park Smart*. Amoco has offered to translate the brochure into Spanish and place it in displays at gas stations in Chicago's Hispanic communities
- Display: I-ACT purchased a stand-up floor display which is being used at public events and appearances. Additionally, 500 tabletop displays have been manufactured and distributed. The large display was used at Allstate Insurance's "Safety Day" on October 2, 1993 and at a meeting of the DuPage County Senior Police Management Association. It

Park Smart representatives participated in the June 5, 1993, Puerto Rican Parade in Chicago



was also used for the Yorktown Shopping Mall event.

- Newsletter: Three *Park Smart* newsletters containing program information were developed and distributed to law enforcement agencies, the insurance industry, I-ACT members, and others. Corporate sponsors donated funds to cover their development and printing. A fourth edition is planned.
- Hispanic Program: An Hispanic communications firm, UNIMAR, has been subcontracted to work with Lesnik Public Relations to develop an Hispanic program. The Illinois State Police has provided a Spanish-speaking spokesperson for the program. UNIMAR attended the Hispanic State of Illinois Employees Conference in October 1993, and has participated in two Hispanic parades for *Park Smart*.
- Corporate recruitment: Corporate sponsors, including Kemper, State Farm, Allstate, Avis-Rent-a-Car, and the Illinois Insurance Information Service, among others, have been recruited to participate in, and have made contributions to, components of the *Park Smart* program. The Alliance of American Insurers has contributed funds to cover the cost of an automobile "stripping" demonstration for the program's video project. Government sponsors such as the Illinois Secretary of State and Illinois State Police have also volunteered resources. State Farm Insurance has agreed to develop and produce a *Park Smart* program video. I-ACT is making another request of its membership for contributions to the program.

Evaluation Programs

In 1993, the Council allocated funds for various evaluation projects to (1) assess the administration and implementation of funded programs; and, (2) evaluate the impact of funded programs on motor vehicle theft statistics. To date, the Council has designated funds for the following evaluations:

- Auto Theft Task Forces, by Northwestern University, \$121,169
- Secretary of State Special Audit Teams Program, by Northwestern University, \$60,938
- Evaluation of the Vehicle For Change Program, by IOTA, Inc., \$98,490
- Statewide Theft Prevention Training Program, by JUSTEX Systems, Inc., \$75,000
- Mobile Data Terminal Technology, by Western Illinois University, \$6,000.

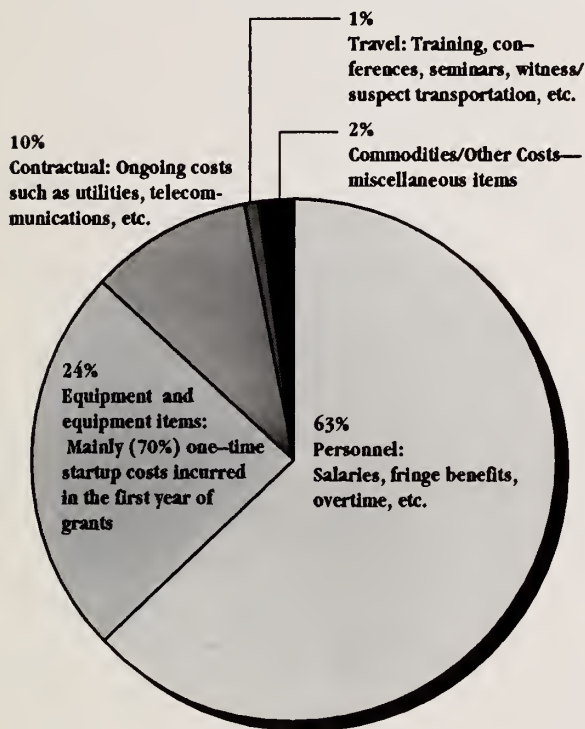
These projects, as well as similar ones carried out by staff, will improve statewide planning capabilities and allow the Council to more effectively direct its limited resources to combat motor vehicle theft in Illinois.

How Grant Funds Are Used

The Trust Funds awarded to date have been used chiefly to fund law enforcement personnel. A total of 162 persons are supported in the Council's grant programs:

- 108 special agents and auditors who perform sworn and civilian investigative functions
- 10 assistant state's attorneys prosecuting motor vehicle theft cases
- 44 support personnel, including criminal intelligence analysts, data input operators, paralegals, clerical support, and others

Awarded Funds, by Budget Category



Almost all funded programs also involve considerable "matching" on the part of participating agencies. For example, many agencies have contributed office space and furnishings, radios, consumable supplies, and even additional human resources.

Fiscal Information

Trust Fund Summary: January 1, 1991, through December 31, 1993

Total payments from insurance companies	\$15,524,718
Interest on trust funds	\$758,388
Administrative expenses	(\$650,812)
Refunds to companies for overpayments to trust fund	(\$84,935)
Adjustments*	(\$100,736)
Grant awards (obligations)	(\$13,719,547)
Refunds from grantees (unspent funds)	\$382,162
Unobligated balance of trust funds	\$1,727,076

* Adjustments included a \$100,000 transfer from the Trust Fund to General Revenue by Administrative Order in 1992 and a \$736 transfer of Trust Funds to the Auditor General's special audit fund.

Trust Fund Contributors for 1993

STATE FARM MUTUAL AUTOMOBILE INSURANCE COMPANY
ALLSTATE INSURANCE COMPANY
COUNTRY MUTUAL INSURANCE COMPANY
ILLINOIS FARMERS INSURANCE COMPANY
AMERICAN FAMILY MUTUAL INSURANCE COMPANY
ECONOMY PREFERRED INSURANCE COMPANY
ECONOMY FIRE & CASUALTY COMPANY
STATE FARM FIRE AND CASUALTY COMPANY
FARMERS AUTOMOBILE INSURANCE ASSOCIATION
ALLIED AMERICAN INSURANCE COMPANY
UNITED SERVICES AUTOMOBILE ASSOCIATION
GENERAL CASUALTY COMPANY OF ILLINOIS
PRUDENTIAL PROPERTY & CASUALTY INSURANCE COMPANY
HARTFORD INSURANCE COMPANY OF THE MIDWEST
AMERICAN AMBASSADOR CASUALTY COMPANY
WESTERN STATES INSURANCE COMPANY
HALLBERG DIRECT INSURANCE COMPANY
MADISON MUTUAL INSURANCE COMPANY
LIBERTY MUTUAL FIRE INSURANCE COMPANY
CHICAGO MOTOR CLUB INSURANCE COMPANY
STANDARD MUTUAL INSURANCE COMPANY
METROPOLITAN PROPERTY & CASUALTY INSURANCE COMPANY
WEST AMERICAN INSURANCE COMPANY
AMERICAN STATES PREFERRED INSURANCE COMPANY
UNION AUTOMOBILE INDEMNITY ASSOCIATION
SAFECO INSURANCE COMPANY OF ILLINOIS
FIDELITY & GUARANTY INSURANCE UNDERWRITERS, INC.
SAFECO INSURANCE COMPANY OF AMERICA
AMERICAN MANUFACTURERS MUTUAL INSURANCE COMPANY
CINCINNATI INSURANCE COMPANY
INTERSTATE BANKERS MUTUAL CASUALTY COMPANY
AUTO—OWNERS INSURANCE COMPANY
AMERICAN ECONOMY INSURANCE COMPANY
GOVERNMENT EMPLOYEES INSURANCE COMPANY
CONTINENTAL CASUALTY COMPANY
AMERICAN SERVICE INSURANCE COMPANY, INC.
WEST BEND MUTUAL INSURANCE COMPANY

GRINNELL MUTUAL REINSURANCE COMPANY
USAA CASUALTY INSURANCE COMPANY
AMERICAN STANDARD INSURANCE COMPANY OF WISCONSIN
PHOENIX INSURANCE COMPANY
MILLERS MUTUAL INSURANCE ASSOCIATION OF ILLINOIS
COUNTRY CASUALTY INSURANCE COMPANY
AMERICAN COUNTRY INSURANCE COMPANY
SHELTER MUTUAL INSURANCE COMPANY
AETNA INSURANCE COMPANY OF ILLINOIS
FEDERAL KEMPER INSURANCE COMPANY
CITIZENS INSURANCE COMPANY OF AMERICA
HORACE MANN INSURANCE COMPANY
PEKIN INSURANCE COMPANY
PROGRESSIVE CASUALTY INSURANCE COMPANY
ROCKFORD MUTUAL INSURANCE COMPANY
CORONET INSURANCE COMPANY
ALLSTATE INDEMNITY COMPANY
NATIONWIDE MUTUAL INSURANCE COMPANY
SAFEWAY INSURANCE COMPANY
HARTFORD INSURANCE COMPANY OF ILLINOIS
MIDWAY INSURANCE COMPANY OF ILLINOIS
CONSTITUTIONAL CASUALTY COMPANY
JOHN DEERE INSURANCE COMPANY
AMICA MUTUAL INSURANCE COMPANY
MILLERS GENERAL INSURANCE COMPANY
SENTRY INSURANCE, A MUTUAL COMPANY
CAPITAL ENTERPRISE INSURANCE COMPANY
MASSACHUSETTS BAY INSURANCE COMPANY
POTOMAC INSURANCE COMPANY OF ILLINOIS
GEICO GENERAL INSURANCE COMPANY
HARTFORD FIRE INSURANCE COMPANY
CINCINNATI CASUALTY COMPANY
COLONIAL PENN INSURANCE COMPANY
AUTOMOBILE CLUB INTERINSURANCE EXCHANGE
MID—CENTURY INSURANCE COMPANY
NORTHERN ASSURANCE COMPANY OF AMERICA
TRAVELERS INDEMNITY COMPANY OF ILLINOIS

MILWAUKEE GUARDIAN INSURANCE, INC.	SECURITY NATIONAL INSURANCE COMPANY
VALIANT INSURANCE COMPANY	MERIDIAN MUTUAL INSURANCE COMPANY
ADDISON FARMERS INSURANCE COMPANY	WESTFIELD NATIONAL INSURANCE COMPANY
TEACHERS INSURANCE COMPANY	ATLANTA CASUALTY COMPANY
CONSOLIDATED INSURANCE COMPANY	SHELBY INSURANCE COMPANY
WESTFIELD INSURANCE COMPANY	PROVIDENCE WASHINGTON INSURANCE COMPANY
ILLINOIS EMCASCO INSURANCE COMPANY	GENERAL ACCIDENT INSURANCE COMPANY OF AMERICA
AMERICAN FIRE & CASUALTY COMPANY	STATE SECURITY INSURANCE COMPANY
AMERICAN STATES INSURANCE COMPANY	REGENT INSURANCE COMPANY
AETNA CASUALTY & SURETY COMPANY OF ILLINOIS	OMAHA PROPERTY & CASUALTY INSURANCE COMPANY
VIGILANT INSURANCE COMPANY	AMERICAN CASUALTY COMPANY OF READING
FIDELITY & GUARANTY INSURANCE COMPANY	IOWA MUTUAL INSURANCE COMPANY
MERIT INSURANCE COMPANY	FEDERAL INSURANCE COMPANY
METROPOLITAN CASUALTY INSURANCE COMPANY	AMERICAN PROTECTION INSURANCE COMPANY
PREFERRED ABSTAINERS INSURANCE COMPANY	AMERICAN INTERNATIONAL INSURANCE COMPANY
ATLANTIC MUTUAL INSURANCE COMPANY	OHIO CASUALTY INSURANCE COMPANY
NATIONAL BEN FRANKLIN INSURANCE COMPANY OF ILLINOIS	COLONIAL INSURANCE COMPANY OF CALIFORNIA
COLONIAL PENN FRANKLIN INSURANCE COMPANY	UNIGARD SECURITY INSURANCE COMPANY
CONTINENTAL INSURANCE COMPANY	STANDARD GUARANTY INSURANCE COMPANY
ANSVAR AMERICA INSURANCE COMPANY	NATIONAL FARMERS UNION PROPERTY & CASUALTY COMPANY
VIKING INSURANCE COMPANY OF WISCONSIN	ALL AMERICA INSURANCE COMPANY
AMCO INSURANCE COMPANY	UNITED STATES FIDELITY & GUARANTY COMPANY
PREFERRED RISK MUTUAL INSURANCE COMPANY	FLORISTS' MUTUAL INSURANCE COMPANY
STATE AUTO PROPERTY & CASUALTY INSURANCE COMPANY	AETNA CASUALTY & SURETY COMPANY
AMEX ASSURANCE COMPANY	TRAVELERS INDEMNITY COMPANY OF AMERICA
KANSAS CITY FIRE & MARINE INSURANCE COMPANY	TWIN CITY FIRE INSURANCE COMPANY
INSURANCE COMPANY OF ILLINOIS	HANOVER INSURANCE COMPANY
TRANSPORTATION INSURANCE COMPANY	AMERISURE INSURANCE COMPANY
ALLIED MUTUAL INSURANCE COMPANY	PRUDENTIAL GENERAL INSURANCE COMPANY
ST. PAUL INSURANCE COMPANY OF ILLINOIS	MERCURY INSURANCE COMPANY OF ILLINOIS
FIRST NATIONAL INSURANCE COMPANY OF AMERICA	HARTFORD UNDERWRITERS INSURANCE COMPANY
NATIONAL GENERAL INSURANCE COMPANY	EMPLOYERS MUTUAL CASUALTY COMPANY
ROYAL INSURANCE COMPANY OF AMERICA	EMPIRE FIRE & MARINE INSURANCE COMPANY
DAIRYLAND INSURANCE COMPANY	INDIANA INSURANCE COMPANY
PRESTIGE CASUALTY COMPANY	MILWAUKEE SAFEGUARD INSURANCE COMPANY
AMERICAN NATIONAL FIRE INSURANCE COMPANY	UNITED STATES FIRE INSURANCE COMPANY
SAFECO NATIONAL INSURANCE COMPANY	NORTHWESTERN NATIONAL CASUALTY COMPANY
ECONOMY PREMIER ASSURANCE COMPANY	BANKERS & SHIPPERS INSURANCE COMPANY
ST. PAUL MERCURY INSURANCE COMPANY	GRINNELL SELECT INSURANCE COMPANY
AMERICAN NATIONAL PROPERTY & CASUALTY COMPANY	TRINITY UNIVERSAL INSURANCE COMPANY
GRANITE STATE INSURANCE COMPANY	AMERICAN EMPLOYERS INSURANCE COMPANY
AUTOMOBILE INSURANCE COMPANY OF HARTFORD, CONNECTICUT	AMERICAN BANKERS INSURANCE COMPANY OF FLORIDA

CONTINENTAL WESTERN INSURANCE COMPANY
GREAT NORTHERN INSURANCE COMPANY
MARYLAND CASUALTY COMPANY
NATIONAL ASSURANCE INDEMNITY
MIC GENERAL INSURANCE COMPANY
WINDSOR INSURANCE COMPANY
ELECTRIC INSURANCE COMPANY
GEICO INDEMNITY COMPANY
AMERICAN MERCHANTS CASUALTY COMPANY
NORTH RIVER INSURANCE COMPANY
ALPHA PROPERTY & CASUALTY INSURANCE COMPANY
GENERAL CASUALTY COMPANY OF WISCONSIN
STANDARD FIRE INSURANCE COMPANY
NATIONWIDE GENERAL INSURANCE COMPANY
METROPOLITAN GENERAL INSURANCE COMPANY
TRAVELERS INDEMNITY COMPANY
HOME INDEMNITY COMPANY
CHICAGO INSURANCE COMPANY
VOYAGER PROPERTY & CASUALTY INSURANCE COMPANY
YOSEMITE INSURANCE COMPANY
CENTENNIAL INSURANCE COMPANY
MILWAUKEE MUTUAL INSURANCE COMPANY
SPRINGFIELD FIRE & CASUALTY COMPANY
MIDWEST MUTUAL INSURANCE COMPANY
PRINCIPAL CASUALTY INSURANCE COMPANY
OHIO FARMERS INSURANCE COMPANY
SEA INSURANCE COMPANY OF AMERICA
PHARMACISTS MUTUAL INSURANCE COMPANY
STATE AUTOMOBILE MUTUAL INSURANCE COMPANY
VICTORIA FIRE & CASUALTY COMPANY
SHELTER GENERAL INSURANCE COMPANY
INSURA PROPERTY & CASUALTY INSURANCE COMPANY
FEDERATED MUTUAL INSURANCE COMPANY
AETNA INSURANCE COMPANY
NIAGARA FIRE INSURANCE COMPANY
METROPOLITAN GROUP PROPERTY & CASUALTY INSURANCE
ST. PAUL GUARDIAN INSURANCE COMPANY
AMERICAN AUTOMOBILE INSURANCE COMPANY
GOODVILLE MUTUAL CASUALTY COMPANY
FIREMANS FUND INSURANCE COMPANY
CENTRAL MUTUAL INSURANCE COMPANY
FARMLAND MUTUAL INSURANCE COMPANY

EMCASCO INSURANCE COMPANY
UNITED SECURITY INSURANCE COMPANY
PENNSYLVANIA GENERAL INSURANCE COMPANY
COLUMBIA MUTUAL INSURANCE COMPANY
CHARTER OAK FIRE INSURANCE COMPANY
GLENS FALLS INSURANCE COMPANY
MERASTAR INSURANCE COMPANY
YASUDA FIRE & MARINE INSURANCE COMPANY
HARTFORD CASUALTY INSURANCE COMPANY
NATIONAL FIRE INSURANCE COMPANY OF HARTFORD
HOME INSURANCE COMPANY
LUMBERMENS MUTUAL CASUALTY COMPANY
AMERICAN NATIONAL GENERAL INSURANCE COMPANY
MICHIGAN MUTUAL INSURANCE COMPANY
NATIONWIDE MUTUAL FIRE INSURANCE COMPANY
DEPOSITORS INSURANCE COMPANY
CINCINNATI INDEMNITY COMPANY
HAWKEYE—SECURITY INSURANCE COMPANY
LIBERTY INSURANCE COMPANY
MAYFLOWER INSURANCE COMPANY, LTD.
ASSOCIATED INDEMNITY CORPORATION
CRITERION CASUALTY COMPANY
NORDIA INSURANCE COMPANY
GREENWICH INSURANCE COMPANY
AMERICAN FIRE & INDEMNITY COMPANY
AMERICAN MOTORISTS INSURANCE COMPANY
GRAIN DEALERS MUTUAL INSURANCE COMPANY
ALLIED PROPERTY & CASUALTY INSURANCE
AETNA CASUALTY & SURETY COMPANY OF AMERICA
THE EMPLOYERS FIRE INSURANCE COMPANY
ASSURANCE COMPANY OF AMERICA
LUMBER MUTUAL INSURANCE COMPANY
NIPPON FIRE & MARINE INSURANCE COMPANY, LTD.
PRAIRIE STATE FARMERS INSURANCE ASSOCIATION
AGRICULTURAL INSURANCE COMPANY
SOUTH CAROLINA INSURANCE COMPANY
UNITED FIRE & CASUALTY COMPANY
MINNEHOMA INSURANCE COMPANY
PROGRESSIVE PREMIER INSURANCE COMPANY
FARMINGTON CASUALTY COMPANY
IMT INSURANCE COMPANY
WESTCHESTER FIRE INSURANCE COMPANY

UNITED COMMUNITY INSURANCE COMPANY
GULF INSURANCE COMPANY
PACIFIC INDEMNITY COMPANY
AMERICAN INSURANCE COMPANY
OHIO SECURITY INSURANCE COMPANY
SELECT INSURANCE COMPANY
COMMERCIAL UNION INSURANCE COMPANY
CUMIS INSURANCE SOCIETY, INC.
AMERICAN HARDWARE MUTUAL INSURANCE COMPANY
ILLINOIS NATIONAL INSURANCE COMPANY
DIXIE INSURANCE COMPANY
TOKIO MARINE & FIRE INSURANCE COMPANY, LTD.
FIDELITY & CASUALTY COMPANY OF NEW YORK
GENERAL INSURANCE COMPANY OF AMERICA
NATIONAL FARMERS UNION STANDARD INSURANCE COMPANY
INTERNATIONAL INSURANCE COMPANY
NATIONWIDE AGRIBUSINESS INSURANCE COMPANY
UNIGARD INSURANCE COMPANY
TRAVELERS INDEMNITY COMPANY OF RHODE ISLAND
NEW HAMPSHIRE INSURANCE COMPANY
AMERICAN INDEMNITY COMPANY
INDIANA LUMBERMENS MUTUAL INSURANCE COMPANY
CIGNA INSURANCE COMPANY OF ILLINOIS
BOSTON OLD COLONY INSURANCE COMPANY
THE AFFIRMATIVE INSURANCE COMPANY
BITUMINOUS CASUALTY CORPORATION
CITY INSURANCE COMPANY
ATLANTIC INSURANCE COMPANY
FOREMOST SIGNATURE INSURANCE COMPANY
SUN INSURANCE OFFICE OF AMERICA, INC.
UNIVERSAL UNDERWRITERS INSURANCE COMPANY
BUCKEYE UNION INSURANCE COMPANY
BANKERS STANDARD INSURANCE COMPANY
BITUMINOUS FIRE & MARINE INSURANCE COMPANY
MINNESOTA MUTUAL FIRE & CASUALTY COMPANY
INSURANCE COMPANY OF EVANSTON
PACIFIC INSURANCE COMPANY
COMMERCIAL INSURANCE COMPANY OF NEWARK
FOREST PRODUCTS INSURANCE EXCHANGE
NATIONAL SURETY CORPORATION
CIGNA FIRE UNDERWRITERS INSURANCE COMPANY
FIREMENS INSURANCE COMPANY OF NEWARK, NEW JERSEY

GLOBE AMERICAN CASUALTY
EQUITY MUTUAL INSURANCE COMPANY
AETNA CASUALTY COMPANY OF CONNECTICUT
AIU INSURANCE COMPANY
DELTA CASUALTY COMPANY
CASUALTY RECIPROCAL EXCHANGE
FIRST FINANCIAL INSURANCE COMPANY
CIGNA PROPERTY & CASUALTY INSURANCE COMPANY
INSURANCE COMPANY OF NORTH AMERICA
PACIFIC EMPLOYERS INSURANCE COMPANY
NISSAN FIRE & MARINE INSURANCE COMPANY
EMPIRE INDEMNITY INSURANCE COMPANY
NORTHERN INSURANCE COMPANY OF NEW YORK
CIGNA INSURANCE COMPANY

The Illinois Motor Vehicle Theft Prevention Act (20 ILCS 4005/1 *et seq.*)

4005/1 Title. This Act shall be known as the Illinois Motor Vehicle Theft Prevention Act.

4005/2 Purpose. The purpose of this Act is to prevent, combat and reduce motor vehicle theft in Illinois; to improve and support motor vehicle theft law enforcement, prosecution and administration of motor vehicle theft laws by establishing statewide planning capabilities for and coordination of financial resources.

4005/3 Definitions. As used in this Act:

- (a) "Authority" means the Illinois Criminal Justice Information Authority.
- (b) "Council" means the Illinois Motor Vehicle Theft Prevention Council, established within the Authority by this Act.
- (c) "Trust Fund" means the Motor Vehicle Theft Prevention Trust Fund.

4005/4 Motor Vehicle Theft Prevention Council—Members—Chairman—Terms—Meetings. There is hereby created within the Authority an Illinois Motor Vehicle Theft Prevention Council, which shall exercise its powers, duties and responsibilities independently of the Authority. There shall be 11 members of the Council consisting of the Secretary of State or his designee, the Director of the Department of Insurance, the Director of the Department of State Police, the State's Attorney of Cook County, the Superintendent of the Chicago Police Department, and the following 6 additional members, each of whom shall be appointed by the Governor: a state's attorney of a county other than Cook, a chief executive law enforcement official from a jurisdiction other than the City of Chicago, 3 representatives of insurers authorized to write motor vehicle insurance in this State, at least 2 of whom shall be domiciled in this State, and one representative of purchasers of motor vehicle insurance in this State who is not employed by or connected with the business of insurance.

The Governor from time to time shall designate the Chairman of the Council from the membership. All members of the Council appointed by the Governor shall serve at the discretion of the Governor for a term not to exceed 4 years. The initial appointed members of the Council shall serve from January 1, 1991 until the third Monday in January, 1995 or until their successors are appointed. The Council shall meet at least quarterly.

4005/5 Compensation of Members. Members of the Council shall serve without compensation. All members shall be reimbursed for reasonable expenses incurred in connection with their duties.

4005/6 Personnel. The Executive Director of the Authority shall employ, in accordance with the provisions of the Illinois Personnel Code, such administrative, professional, clerical, and other personnel as may be required and may organize such staff as may be appropriate to effectuate the purposes of this Act.

4005/7 Powers and Duties of Council. The Council shall have the following powers, duties and responsibilities:

- (a) To apply for, solicit, receive, establish priorities for, allocate, disburse, contract for, and spend funds that are made available to the Council from any source to effectuate the purposes of the Act;
- (b) To make grants and to provide financial support for federal and state agencies, units of local government, corporations, and neighborhood, community and business organizations to effectuate the purposes of this Act;
- (c) To assess the scope of the problem of motor vehicle theft, including particular areas of the state where the problem is greatest and to conduct impact analyses of state and local criminal justice policies, programs, plans and methods for combatting the problem;
- (d) To develop and sponsor the implementation of statewide plans and strategies to combat motor vehicle theft and to improve the administration of the motor vehicle theft laws and provide an effective forum for identification of critical problems associated with motor vehicle theft;
- (e) To coordinate the development, adoption, and implementation of plans and strategies relating to interagency or intergovernmental cooperation with respect to motor vehicle theft law enforcement;
- (f) To promulgate rules and regulations necessary to ensure that appropriate agencies, units of government, private organizations and combinations thereof are included in the development and implementation of strategies or plans adopted

pursuant to the Act, and to promulgate rules or regulations as may otherwise be necessary to effectuate the purposes of the Act;

(g) To report annually, on or before April 1, 1992 to the Governor, General Assembly, and, upon request, to members of the general public on the Council's activities in the preceding year; and

(h) To exercise any other powers that are reasonable, necessary, or convenient to fulfill its responsibilities, to carry out and to effectuate the objectives and purposes of the Council and the provisions of this Act, and to comply with the requirements of applicable federal or State laws or regulations; provided, however, that such powers shall not include the power to subpoena or arrest.

4005/8 Motor Vehicle Theft Prevention Trust Fund. (a) A special fund is created in the State Treasury known as the Motor Vehicle Theft Prevention Trust Fund, which shall be administered by the Executive Director of the Authority at the direction of the Council. All interest earned from the investment or deposit of monies accumulated in the Trust Fund shall, pursuant to Section 4.1 of the State Finance Act, be deposited in the Trust Fund.

(b) Money deposited in the Trust Fund shall not be considered general revenue of the State of Illinois.

(c) Money deposited in the Trust Fund shall be used only to enhance efforts to effectuate the purposes of this Act as determined by the Council and shall not be appropriated, loaned or in any manner transferred to the General Revenue of the State of Illinois.

(d) Prior to April 1, 1991, and prior to April 1 of each year thereafter, each insurer engaged in writing private passenger motor vehicle insurance coverages which are included in Class 2 and Class 3 of Section of the Illinois Insurance Code, as a condition of its authority to transact business in this State, shall pay into the Trust Fund an amount equal to \$1.00, or a lesser amount determined by the Council, multiplied by the insurer's total earned car years of private passenger motor vehicle insurance policies providing physical damage coverage written in this State during the preceding calendar year.

(e) Money in the Trust Fund shall be expended as follows:

(1) To pay the Authority's costs to administer the Council and the Trust Fund, but for this purpose in an amount not to exceed ten percent in any one fiscal year of the amount collected pursuant to paragraph (d) of this Section in that same fiscal year.

(2) To achieve the purposes and objectives of this Act, which may include, but not be limited to, the following:

(A) To provide financial support to law enforcement and correctional agencies, prosecutors, and the judiciary for programs designed to reduce motor vehicle theft and to improve the administration of motor vehicle theft laws.

(B) To provide financial support for federal and state agencies, units of local government, corporations and neighborhood, community or business organizations for programs designed to reduce motor vehicle theft and to improve the administration of motor vehicle theft laws.

(C) To provide financial support to conduct programs designed to inform owners of motor vehicles about the financial and social costs of motor vehicle theft and to suggest to those owners methods for preventing motor vehicle theft.

(D) To provide financial support for plans, programs, and projects designed to achieve the purposes of this Act.

(f) Insurers contributing to the Trust Fund shall have a property interest in the unexpended money in the Trust Fund, which property interest shall not be retroactively changed or extinguished by the General Assembly.

(g) In the event the Trust Fund were to be discontinued or the Council were to be dissolved by act of the General Assembly or by operation of law, then, notwithstanding the provisions of Section 5 of the State Finance Act, any balance remaining therein shall be returned to the insurers writing private passenger motor vehicle insurance in proportion to their financial contributions to the Trust Fund and any assets of the Council shall be liquidated and returned in the same manner after deduction of administrative costs.

The Act is repealed effective January 1, 1996.

(Source: Public Act 86-1406; as amended by Public Act 88-452).

Police task force zeroes in on vehicle

Task force looks to put brakes on car t29 char

WHEAD
Writer

ip from an arres
ecti-

ew cops out to put
brakes on car thieves

y Ronald Koziol

If you're a car thief, consider this:
That ragged-looking old man in
the parking lot could be an under-
cover cop. Or maybe that young
channing has to

task forces urged to fight increasing auto theft

ere the only way to try to curtail
increasing auto-theft activities in
the metropolitan area. Thefts in
the area account for about 85 per-
cent of the state's annual theft
total.

The four proposed task forces
would include the southwest-
ern counties of W.
Grady Co.
9 southern
County's 3,
and a task fo-
from McHer
a Coun

ay Art Barnum

ng Auto Theft Recovers 79 Vehicles

s break up
theft rings

are making gains against car thieves

places like Elgin, Elk Grove Vil-
lage, Rockford and Schaumburg,
according to statistics.
Callahan's mission is as
straightforward as it is daunting:
the car thieves.

-car theft force

bogus repo mal

claimed by a Bolingbrook re-
solving company.
The case was

By Colleen Diskin
Staff Writer

The 15-member task fo-
made up of represe-
the state poli-

State council
out to put den
in auto thefts

cludes the Illinois State Police, Ar-
lington Heights, Des Plaines, El-
Grove Village, Palatine and Schaun-
burg.

But perhaps most importantly,
ficials of the recently formed Illi-
Vehicle Theft Preven-

By Art Barnum

A council of law enforcement and insur-
ance officials this week will begin a five-
year cooperative effort aimed at braking
every 7 minutes.
State police report that 74,475
stolen in 1990.



Auto Theft

State council will try to curb auto the

companies, based on \$1 for each
car they insure each year.
The concept is designed to even-
tually lower auto insurance rates
because

the Chicago police auto theft unit,
noted that auto theft is tied to
other crimes. He told

undercover police

at the Holiday Inn-Willowbrook,
7800 Kingery Highway, and Fri-
day at the Ramada Renaissance
in Springfield.

The Chicago Police Depart-
ment, which has the largest auto
unit in the state with 70 full-
time officers, is preparing several
subur-

from Du Page police departments
who will concentrate on chop
shop operations, title and registra-
tion fraud and inspections of sal-
vage yards and rebuilding opera-
tions.

But large department
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theft operative

also. Last year out of
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"Also 10
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Slowly, police

successful interagency cooperation can be in con-
trolling crime on our streets."

was modeled after the metropoli-
that have been in operation
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e value of the recover-
has already

Illinois University at Edwardsville,
St. Clair County Sheriff Mearl J. Just-
task force got its financial
amassed through a \$1
insurance

Car thieves find
Chicago area

less hospitable

Illinois Motor Vehicle Theft Prevention Council

120 South Riverside Plaza, Suite 1016
Chicago, Illinois 60606-3997

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Printed on recycled stock

Counties get aid to fig

East St. Louis man gets 10

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here's
back
(fence)
with oi
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of police

State

Police smash insur-
CHICAGO — Police have
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defrauded insurance comp-
people will be charged
insurance fraud, theft
Police Director T

and McHenry, Will County
is part of the council's Joliet area,
which will receive \$556,000 in law
enforcement grants.
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said the first grants
March 27. The

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com. (Illinoi

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1992

Illinois Motor Vehicle Theft Prevention Council

1992 Annual Report

***"A public and private sector partnership
fighting vehicle theft"***



DEPOSITORY

NOV 10 1993

UNIVERSITY OF ILLINOIS
AT URBANA-CHAMPAIGN

Illinois Motor Vehicle Theft Prevention Council

Terrance W. Gainer, Chairman

Frank D. McGiboney, Vice Chairman

Donald E. Bitz

James Donahue

Adam J. Mervis

Jack O'Malley

Matt L. Rodriguez

George H. Ryan

Stephen F. Selcke

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Grant Review Committee

Lt. Col. William E. Doster, Chairman

Frank T. Hall

Randy S. Ivey

Don Mizerk

Giacomo A. Pecoraro

Illinois Criminal Justice Information Authority

Peter B. Bensinger, Chairman

Dennis E. Nowicki, Executive Director

Candice M. Kane, Associate Director

Gerard F. Ramker, Program Director



To the Governor and the Honorable Members of the General Assembly:

Early indications suggest that we are putting a dent in the auto theft business. The Council's funded programs are beginning to pay off. For the first time in several years, we have witnessed a decrease in motor vehicle thefts in Chicago. In 1991, there were 1,288 fewer vehicles stolen in the city than in the previous year. Based on FBI figures, that decrease represents a \$6 million dollar decrease in vehicle theft losses in the city. During the same period, the number of murders in Illinois increased 8.2 percent, robberies increased 16.8 percent, and burglaries increased 6.5 percent while motor vehicle thefts increased by 2.4 percent. Although statewide numbers for 1992 are not yet available, the number of motor vehicle thefts in Chicago is lower once again.

While it may be too early to attribute the decreases to Council-funded programs, we believe we are seeing indicators of greater things to come. As the public gains a better awareness of the problem and steps they can take to prevent theft, as law enforcement programs continue to focus on organized theft "rings" and the "marketplace" for stolen vehicles and parts, and as we continue to apply specially trained personnel toward the problem, we believe further decreases can be achieved.

During its second year of operation the Illinois Motor Vehicle Theft Prevention Council, together with staff from the Illinois Criminal Justice Information Authority, reviewed and revised dozens of proposals. Once the final 21 programs were chosen, Council and Authority staff worked with the implementing agencies on their programs. All of this work was aimed at carrying out the Council's Statewide Motor Vehicle Theft Prevention Strategy for 1992.

This annual report describes the important work of the Council during 1992. It is truly a testament to what can be achieved when experts from both the public and private sectors work together. We remain very proud of our work and believe that in the coming year the citizens of Illinois will continue to reap the benefits of these efforts.

Very respectfully,

A handwritten signature in black ink, reading "Terrance W. Gainer".

Terrance W. Gainer, *Chairman*
Illinois Motor Vehicle
Theft Prevention Council

A handwritten signature in black ink, reading "Dennis E. Nowicki".

Dennis E. Nowicki, *Executive Director*
Illinois Criminal Justice
Information Authority



The Illinois Motor Vehicle Theft Prevention Act

In 1990 the Illinois General Assembly took action against steadily rising auto theft rates by passing the Motor Vehicle Theft Prevention Act (20 ILCS 4005/1 *et seq.*). The Act, which took effect on January 1, 1991, established the 11-member Illinois Motor Vehicle Theft Prevention Council and gave it responsibility for managing a unique cooperative venture between government and business to curb motor vehicle theft in Illinois.

Council Duties and Responsibilities

Some of the Council's duties and responsibilities are :

- To assess the scope of the motor vehicle theft problem in Illinois. The Council must identify areas of the state in which the problem is greatest and then analyze state and local criminal justice policies, programs, proposed plans, and methods for combating motor vehicle theft.
- To develop and sponsor statewide strategies to combat motor vehicle theft, improve the administration of existing motor vehicle theft laws, and provide a forum for the identification of critical problems associated with motor vehicle theft.
- To coordinate the development and implementation of plans among interagency and intergovernmental units involved in motor vehicle theft law enforcement.
- To establish priorities for, allocate, and disburse funds made available to the Council.
- To make grants and provide financial support to eligible recipients.

Motor Vehicle Theft Trust Fund

The Motor Vehicle Theft Prevention Act established the Motor Vehicle Theft Prevention Trust Fund, a special trust fund in the State Treasury from which the Council makes grants to eligible applicants for programs that address the problem of motor vehicle theft in Illinois.

The Act requires all insurance companies licensed to write motor vehicle (private passenger automobile physical damage) coverages included in Class 2 and Class 3 of Section 4 of the Illinois Insurance Code to pay annually into the trust fund an amount equal to \$1.00 for each earned car year of exposure for physical damage insurance coverage during the previous calendar year.

Trust funds may be awarded to federal and state agencies, units of local government, corporations, and neighborhood, community and business organizations.

The Act provides that the Council may award these funds:

- To law enforcement and correctional agencies, prosecutors, and the judiciary, for programs designed to reduce motor vehicle theft and to improve the administration of motor vehicle theft laws.
- For federal and State agencies, units of local government, corporations and neighborhood, community, or business organizations for programs designed to reduce motor vehicle theft and to improve the administration of motor vehicle theft laws.
- To conduct programs that inform motor vehicle owners about the financial and social costs of motor vehicle theft and to suggest to those owners methods for preventing such theft.

The Statewide Motor Vehicle Theft Prevention Strategy

On an annual basis, the Council develops a Statewide Motor Vehicle Theft Prevention Strategy. The strategy is the foundation upon which the State's efforts to combat motor vehicle theft is built. It includes an overview of the motor vehicle theft problem in Illinois, including discussions on the nature and extent of motor vehicle theft, current efforts being used to address the problem, resource needs, the geographic areas of greatest need within the State, and a description of the types of programs eligible for funding.

The Council solicits and negotiates program proposals from eligible recipients, giving priority to those demonstrating the greatest need. The following criteria are used to determine which eligible recipients most need program support: an analysis of demographic, insurance, and criminal justice data; comments from the general public and federal, state, and local officials; and current research findings.

At public meetings, the Council designates the implementing entities, and grant awards for programs that best address one or more of the purposes listed in the Act and the statewide strategy. The Council's decision to designate these proposed programs is based upon consideration of the following factors:

1. The recommendations of the Grant Review Committee and the Authority's Executive Director;
2. Comments from the general public and federal, state and local officials;
3. The proven effectiveness of a similar program;
4. The likelihood that a proposed program will achieve the desired objectives;
5. The availability of funds;
6. The overall cost of the proposed program;
7. The implementing entity's ability to effectively and efficiently carry out the program; and
8. The relation of the proposed program and effect on other proposals or funded programs.



Governor Jim Edgar references the statewide strategy in announcing the creation of a new auto theft task force.

Development of the Statewide Strategy

The Council is committed to ensuring that the statewide strategy reflects more than just the interests and concerns of those federal, state, and local officials whose duty it is to enforce the criminal laws and to direct the administration of justice in Illinois. It also should incorporate the views of the insurance industry, community groups, professional organizations, and citizens. To this end, the Council conducts public hearings to provide opportunity for comment on the statewide strategy.

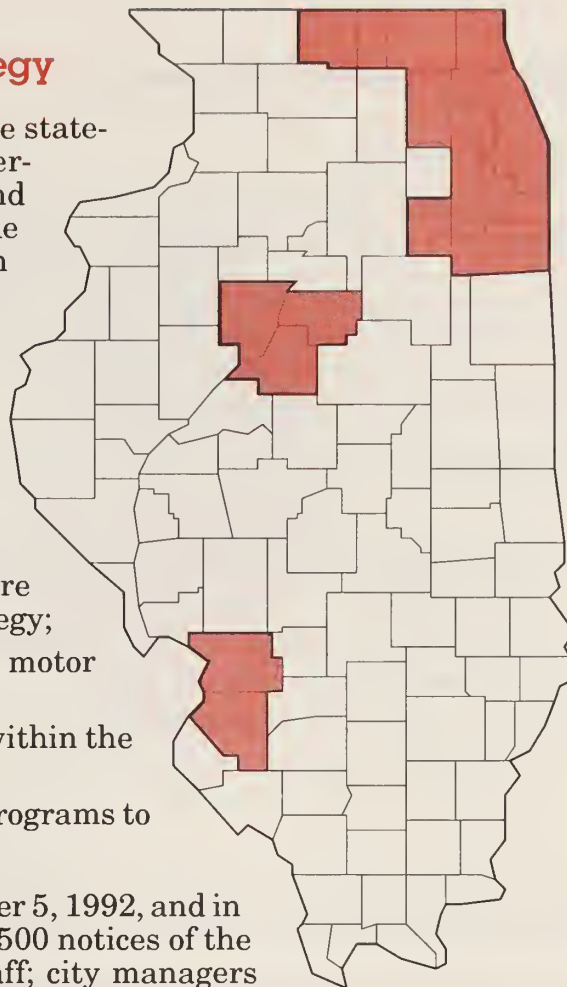
These hearings have several goals:

- To ensure that all appropriate agencies, units of government, and private organizations are considered in the development of this strategy;
- To help define the nature and scope of the motor vehicle theft problem in Illinois;
- To help identify the areas of greatest need within the State; and
- To assist in targeting potentially effective programs to maximize the impact of the Act.

Hearings were held in Springfield on November 5, 1992, and in Chicago on November 12, 1992. More than 2,500 notices of the hearings were sent to General Assembly staff; city managers and mayors; county board chairpersons; chiefs of police; sheriffs; state's attorneys; circuit court judges and chief judges; crime prevention organizations; local criminal justice agencies, boards, and commissions; and federal criminal justice agencies. The Public Hearing Notice was also posted in the state newspaper designated for such announcements, and press releases announcing the hearings were sent to media throughout the state.

Many individuals and organizations—representing all components of the criminal justice system, professional organizations, the insurance industry, corporations, and citizens—attended the hearings. A total of 55 individuals either testified in person or submitted written remarks.

The strategy is discussed at an open meeting of the Council prior to its approval. A summary of the strategy is also prepared and distributed to all police chiefs, sheriffs, state's attorneys, witnesses at the public hearings, and others after approval by the Council.



1992 Areas of Greatest Need:

- *Chicago Metropolitan Area*
- *East St. Louis Metropolitan Area*
- *Joliet Metropolitan Area*
- *Rockford Metropolitan Area*
- *Peoria Metropolitan Area*

Motor Vehicle Theft Trends

National Trends

In 1991—the latest year for which complete data is available—Illinois ranked fifth among U.S. states with a total of 75,642 motor vehicle thefts. California (315,615), New York (181,287), Texas (163,830), and Florida (104,035) were the only states with higher totals. The number of thefts that occurred in Chicago alone, 47,710, would place it 11th on the list of 50 states. In terms of theft rates per 100,000 population, Illinois ranked 13th in the country. And among major cities, Chicago ranked third behind New York (139,977) and Los Angeles (68,655).

Other national motor vehicle theft facts contained in the FBI's Uniform Crime Reports for 1991:

- A total of 1,661,738 thefts occurred in 1991—up 1.6 percent from 1990. Eighty percent of the thefts were autos, 4.5 percent were trucks or buses, and the remainder were other vehicles.
- Throughout the nation, a vehicle theft occurred every 19 seconds, an average of more than three per minute.
- The average value of a stolen motor vehicle at the time of its theft was \$4,983.
- An estimated national cost of \$8.3 billion was due to motor vehicle theft.
- Approximately one out of every 117 registered motor vehicles was stolen in 1991.

According to a study conducted by the National Insurance Crime Bureau, cars popular with thieves when they are new, remain popular targets as they age. For example, vehicles from the 1986 model year were still the most stolen in 1991. In 1986, the most

Nationwide Trends in Motor Vehicle Theft 1987 to 1991

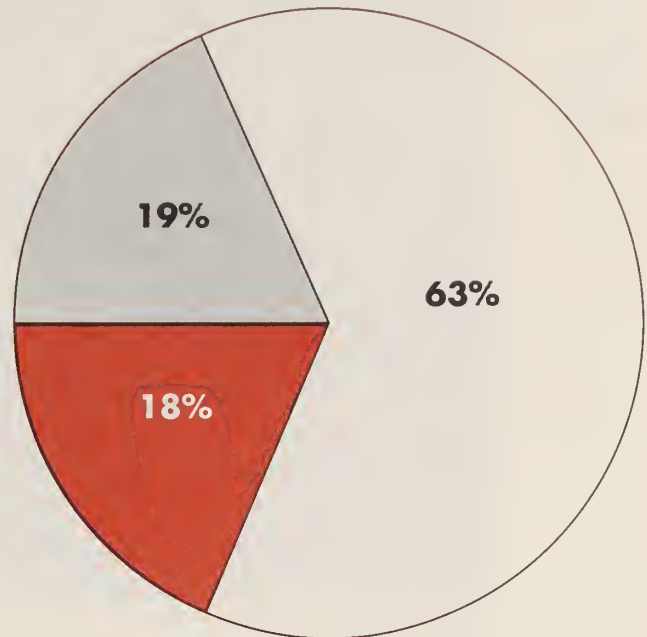


Source: Crime in the United States

Motor Vehicle Thefts in Illinois 1991

Suburban Cook
County—13,900 (18%)
Rest of
State—14,020 (19%)
City of
Chicago—47,710 (63%)

State Total—75,630



Source: Illinois State Police, Uniform Crime Reporting Program

popular new cars being stolen were the Chevrolet Camaro, followed by the Pontiac Firebird, the Chevrolet Monte Carlo, the Buick Regal, and the Toyota MR2. In 1991, these models all remained the most stolen 1986 vehicles.

Illinois Trends

- Between 1990 and 1991, motor vehicle thefts in the City of Chicago declined by 2.6 percent. Between 1991 and 1992, motor vehicle thefts in Chicago declined another 6 percent. Since 1990, the city has experienced an 8.4 percent decline in the number of motor vehicle thefts.
- The 1990 to 1991 decline in Chicago was 1,288 vehicle thefts. The 1991 to 1992 decline was 2,834 thefts. A total decline of 4,122 vehicles since 1990, at \$5,000 per vehicle average value, represents a savings of \$20,610,000.
- The City of Chicago accounts for nearly two-thirds of all motor vehicle thefts occurring in the State.
- Cook County has consistently led the State in motor vehicle theft. Since 1987, Cook County has accounted for 84 percent of all motor vehicle thefts in the State.
- In 1991, suburban Cook County alone experienced more motor vehicle thefts than the rest of Illinois.
- In 1991, Cook County accounted for about 42 percent of registered motor vehicles in the State and 82 percent of motor vehicle thefts.
- According to the Illinois State Police's Motor Vehicle Theft Intelligence Clearinghouse, the top five vehicle models stolen in Illinois are: Oldsmobile Cutlass (1978-87), Buick Regal (1978-86), Chevrolet Caprice (1977-79, 1984-87), Chevrolet Camaro (1984-88), and Chevrolet Monte Carlo (1978-86).

Programs funded in 1992

The twenty-one programs funded by the Council during 1992 are summarized below. Also included are status reports that describe the activities for each funded program.

Program 1

Award Number: MV 92-001
Program Name: SOS Police Special Audit Team Program
Agency: Illinois Secretary of State, Department of Police
Award Amount: \$1,066,410
Start Date: June 1, 1992

This program was designed to develop a statewide audit program that uses specially trained civilian employees to conduct intensive and in-depth audits of motor vehicle-related licensees regulated by the Illinois Secretary of State's Office.

The goal of this program is to reduce the market for stolen parts and vehicles through an aggressive program of auditing licensed salvage yards, rebuilders, repairers, and scrap processors in the State. More specifically, this program is aimed at:

- Reducing the number of vehicles stolen and disposed of through salvage yards, rebuilders, repairers, and scrap processors.
- Reducing the number of stolen or contraband vehicle parts sold to businesses and the general public.
- Eliminating chop shops, re-tagging operations, and organized theft rings operating in the State.
- Tracking the flow of salvage titles and vehicles statewide.

With funds made available from the Council, the department has established special audit teams to serve some of the specific areas of the state described by the Council as "areas of greatest need"—the metropolitan areas of Chicago, East St. Louis, Peoria, and Rockford.

As a result of the program, five special tracking forms now help enforcement efforts:

1. **Salvage Tracking Form.** This form allows the auditors to document the condition of a salvaged vehicle, entering this information into a database for the salvage vehicle inspection station and the auto theft units.
2. **Essential Parts Tracking Form.** This form enables auditors to record information from ledgers and receipts to determine the seller. Later the files can back-tracked to determine if the origin of the vehicle and parts were correctly recorded.
3. **Salvage Certificate Tracking Form.** This form allows the audit teams to track a salvage certificate by following a paper trail. By making a salvage tracking condition report on the vehicle, the auditors can determine its disposition.
4. **Insurance Pool Audit Report.** With this report, a tracking report can be made on each vehicle in the pool held for sale.
5. **Out-of-State Salvage Buyer Report.** This report helps auditors track salvage from the Illinois seller to the out-of-state buyer, enabling them to determine the ownership of the vehicle.

As of January, the audit teams conducted 2,050 audits of Illinois licensees and discovered 20,700 deficiencies within those audits (such as violations of the Illinois Vehicle Code). There have been 24 misdemeanor arrests in addition to two felony arrests with 74 written warnings. There have been 1,569 written notifications to the licensees regarding violations, with a total of 2,199 charges and 31,782 counts. There have also been two administrative hearings resulting in 13 business licenses being surrendered.

The team also has audited 45,570 salvage vehicle titles, tracked 5,231 salvage titles, and has forced the conversion of 5,784 titles to junking certificates (thus eliminating the



Hundreds of salvage yards throughout Illinois are being audited under a program funded for the Illinois Secretary of State's Department of Police

potential of those vehicles being re-tagged as salvage in the future). A total of 58,838 vehicles have been checked during audits. Of these, 14 were recovered with an estimated total value of \$78,000, and 63 contraband vehicles worth an estimated \$94,300 were also seized. A total of 5,642 essential parts have been audited, resulting in the discovery of 16 contraband parts with a combined value of \$2,000. The special audit teams have used 13,098 man hours in conducting audits.

Program 2

Award Number: MV 92-002
Program Name: Motor Vehicle Theft Prevention Training Program
Agency: Illinois Local Governmental Law Enforcement Officers Training Board
Award Amount: \$211,950
Start Date: June 1, 1992

This program created a comprehensive statewide motor vehicle theft prevention training plan to teach more stringent methods of auto theft recognition, detection, investigation, enforcement, and prosecution. The program includes the development of standardized training policies, curricula, and enhanced training aids at the recruit, in-service, specialist, advanced, and instructor-development levels to better meet the needs of State and local law enforcement agencies.

The current basic recruit training is enhanced and will be offered about four times per month with an average of 30 officers per class. It should reach approximately 1,440 new officers during the award period.

The in-service training is geared toward experienced officers through individual departmental training or through one of the 16 Mobile Training Units. Designed to present specific techniques for investigating motor vehicle theft, the course is made available in increments from eight to 40 hours. The course will be offered about 16 times with an average of 24 officers per class. It should reach approximately 384 officers during the grant period.

The advanced course was developed to train officers who are assigned to investigate motor vehicle theft full-time. Officers must complete the in-service training to enroll in this course which offers further information and skills such as the location of secondary

vehicle identification numbers and offender/witness interviewing techniques. This course will be offered five times with an average of 15 to 20 officers per class. It should reach approximately 100 officers and prosecutors.

The specialist course will be open only to officers who have successfully completed the advanced course. It will concentrate on chop shop operations, covert surveillance, auto theft rings, and preparing a complete case for prosecution. Local prosecutors will be encouraged to attend this course, which will produce expert motor vehicle theft investigators. This course will be offered three times with an average of 25 officers per class. It should reach approximately 75 officers and prosecutors.

In addition to providing training, program staff review and evaluate state-of-the-art training aids used elsewhere in the United States. Selected prevention and investigative resources will be provided to local mobile training units and certified police academies for use after the grant training has ended.

Program staff are working with personnel from the Illinois State Police and Secretary of State Police personnel to update the auto theft handbook, presently distributed by the Illinois State Police. The updated handbook will be printed and given to every police officer in the state.

Through February 1993, officers from the Council-funded task forces had completed the in-service and advanced training courses. Five sessions of each course have been held since August 1992. Additional sessions of in-service and advanced training were conducted by the mobile training units during March and May 1993. A total of 125 officers have completed both the in-service and advanced training courses.

Program 3

Award Number:	MV 92-003
Program Name:	Park Forest Auto Theft Reduction Program
Agency:	Village of Park Forest, Department of Police
Award Amount:	\$20,192
Start Date:	May 13, 1992

This experimental program increased patrols in the areas of Park Forest that experienced the greatest incidence of motor vehicle theft—namely, multi-family housing areas. These areas account for 90 percent of all attempted vehicle thefts, and 65 percent of all completed thefts in Park Forest. The program had its test run from May to December 1992.

Under this program, two officers were assigned to patrol the multi-family areas of Park Forest either on foot or bicycle during the peak days and times for thefts and attempts—Wednesday through Saturday evenings, between 9 p.m. and 3 a.m. The patrols continued for approximately 17 weeks during this “pilot test” of directed patrol. In addition to the patrols, a column on auto theft was added to the department’s community newsletter—providing citizens with information on vehicle theft information and prevention tips.

Through December 1992, patrols were conducted on 80 nights, for a total of almost 980 hours of patrol. During the months of patrol (May through September) there were 44 reported vehicle thefts and 10 reported attempts. These figures are down 14 percent from one year ago. Since the patrols ended in September 1992, no real comparison can be made of October through December—although the figures remain well below those during the same months in 1991. During the directed patrols, officers arrested 10 adults and juveniles for a variety of offenses, including possession of a stolen motor vehicle, attempted auto theft, criminal damage to a vehicle, and auto theft. These figures virtually match the year’s total arrests for 1990 (11), and surpass the number of arrests made during all of 1991 (9). The officers also recovered 31 vehicles in various conditions. As of January 1993 all prosecutions resulting from the patrols were still pending.

Program 4

Award Number: MV 93-001
Program Name: Motor Vehicle Theft Intelligence Clearinghouse (MVTIC)
Agency: Illinois State Police
Award Amount: \$191,714
Start Date: July 1, 1992

Established within the Illinois State Police's Division of Criminal Investigation, the Clearinghouse provides for the collection, analysis, storage, and dissemination of strategic and tactical intelligence information relating to motor vehicle theft.

The work of the Clearinghouse includes four main activities:

1. Development of a standardized motor vehicle theft and recovery report;
2. Special analyses of currently available motor vehicle theft information in Illinois;
3. Provision of strategic information to law enforcement agencies in Illinois; and
4. Development and publication of a statewide profile of 1992 motor vehicle thefts and recoveries;

Earlier this year, copies of a standardized motor vehicle theft form were distributed to the Council-funded task forces, which completed them and submitted them to the Clearinghouse for analysis in a pilot test.

Program 5

Award Number: MV 93-002
Program Name: Northwest Suburban Auto Theft Task Force (NSAT)
Agency: Village of Schaumburg, Department of Police
Award Amount: \$400,000
Start Date: August 2, 1992

This program created a multi-jurisdictional task force encompassing 15 municipalities in northwestern Cook County. The area is bounded by the Cook-DuPage county line on the south, the Kane-Cook county line on the west, the Lake-Cook county line on the north, and O'Hare Airport and I-294 on the east.

The task force supplements existing efforts within the 15 participating municipalities, since none of these agencies currently has full-time vehicle theft investigators or any other pro-active measures underway. Officers representing the Schaumburg, Arlington Heights, Des Plaines, Elk Grove Village, Palatine, and Rolling Meadows police departments work with counterparts from the Illinois State Police to target career auto thieves and eliminate chop shop and re-tagging operations.

Task force members receive information from a variety of sources—including local municipality motor vehicle theft reports, informants, and monthly intelligence meetings with other law enforcement agencies. Each task force officer serves as a liaison to three of the participating agencies and gathers information on a monthly basis.

The task force uses several methods of pro-active investigation—targeting known offenders, illegal business activities, and high-risk areas; and performing “beeper stings.” When an individual is suspected of career auto theft, the unit conducts surveillance until enough evidence has been collected to ensure prosecution of the case.

Task force officers also purchase information and evidence during sting operations using official advance funds provided through the grant. Great expense is saved by using “beeper stings,” since all transactions are conducted via beeper and telephone communication with no law enforcement facility rent to be paid, and single item part purchases.

Through December 1992, the task force conducted 42 new investigations, arresting a total of 18 adults and juveniles. Thirteen of these cases were accepted for prosecution, but to date, none of them have been adjudicated.

The task force has recovered a total of 18 vehicles, including 12 autos, one motorcycle, one snowmobile, two utility trailers, and two conversion vans.

Award Number: MV 93-003
Program Name: Beat Auto Theft Through Law Enforcement (BATTLE)
Agency: County of DuPage, Sheriff's Department
Award Amount: \$375,000
Start Date: August 3, 1992

This program created a multi-jurisdictional task force in DuPage County that is a joint effort between the Illinois State Police, the DuPage County Sheriff's Department, and the 35 municipal police agencies in DuPage County.

The unit is composed of officers from the Illinois State Police, DuPage County Sheriff's, and the Bloomingdale, Naperville, Oak Brook, and Woodridge police departments. A DuPage County Assistant State's Attorney is also working full-time with the task force to develop and prosecute cases.

The task force is focusing on seven main activities:

1. Auto theft operations.

Officers are conducting pro-active investigations of individuals involved in organized motor vehicle theft activities. Some of the methods used are surveillance, confidential sources, and assistance from local police agencies and other task forces.

2. Chop shop and re-tagging operations.

Task force members conduct pro-active investigations on chop shop and re-tagging operations, using information from citizens, local police agencies, and other task forces. Investigative techniques include surveillance, the use of "bait cars," and sting operations.

3. Insurance and title fraud.

Officers use both pro-active and reactive investigative techniques to address the growing problem of insurance and title fraud. The task force officers provide assistance to local police agencies, insurance companies, and other organizations in a coordinated effort to identify and arrest offenders.

4. Intelligence gathering.

Information from police departments throughout DuPage County is gathered, analyzed, and disseminated back to the departments and task forces via the Motor Vehicle Theft Intelligence Clearinghouse. The processed information contains the types of vehicles stolen, the location and time of steals, the approximate dollar losses related to thefts, and possible suspects.

5. Informant development.

Officers will have access to arrestees in the county jail, since the task force is housed within the Sheriff's Department. Those arrested for motor vehicle theft will be interviewed and recruited for use as confidential sources of information, which will then be used to initiate tactical cases.

6. Record computerization.

The information collected from local agencies is entered into the unit's computer, where it is analyzed and disseminated in the form of a monthly report to local law enforcement agencies in DuPage County. These reports contain information about the types of vehicles stolen, location and time of steals, and so on.

7. Assistance to other task forces.

Officers provide manpower, intelligence data, and material support to members of local police departments in DuPage County and the other auto theft task forces, in a coordinated effort to reduce vehicle theft in Illinois.

Through January 1993, the task force had initiated 32 investigations, and made a total of 21 arrests (one juvenile, 20 adults) on related charges. Twenty of these arrests have been accepted for prosecution by the State's Attorney's Office. To date, one conviction has been obtained, with the offender sentenced to jail and probation and fined court costs. The task force has recovered a total of 26 passenger cars.

Program 7

Award Number: MV 93-004
Program Name: Motor Vehicle Theft Prosecutions Program
Agency: Office of the Cook County State's Attorney
Award Amount: \$500,000
Start Date: August 23, 1992

This program established the Cook County State's Attorney's Office of Motor Vehicle Theft Prosecutions. The program's goals are to increase the percentage of criminal prosecutions for violations of motor vehicle theft laws, to maintain a high level of convictions (90.3 percent in 1991), and to attack and prosecute "target case" offenders, who include career thieves; chop shop operators; operators of illegal vehicle, scrap, parts, and rebuilder shops; and organized street-gang theft operations. A secondary goal of the program is to improve the specialized skills of the general felony trial attorney staff in the prosecutions of motor vehicle theft-related offenses.

As of this report, there have been 26 cases accepted for prosecution in addition to 11 convictions that have been obtained, with the offenders being sentenced to the Illinois Department of Corrections, probation, and Treatment Alternatives to Street Crime (TASC) programs.

Program 8

Award Number: MV 93-005 (a) and (b)
Program Name: Juvenile Diversionary Program for Possession of Stolen Motor Vehicle
Agency: United Charities and Office of the Cook County State's Attorney
Award Amount: \$250,000
Start Date: August 23, 1992

This grant creates a diversionary rehabilitation program within the juvenile court systems of certain Cook County areas. This joint effort between the Cook County State's Attorney's Office and United Charities diverts juvenile offenders (who are charged for the first time with Possession of Stolen Motor Vehicle, or PSMV) from the court system into a nine-month alternative sanctions program that consists of intensive social services. The objective of the program is to help stabilize the family situation to deter the offender from further involvement in criminal activity.

The program has two phases. Phase one is the screening and selection of eligible program participants, which is overseen by the program administrator and her assistant at the Cook County State's Attorney's Office at the Juvenile Court. Phase two assigns the young offender to one of the three social worker/case manager teams at the United Charities Midway Center.

In phase one, the state's attorney's office screens and identifies youngsters who meet the following criteria: residence in Police District Area 3, age between 13 and 16, and status as a first-time PSMV offender. Previous encounters with the juvenile justice system under other charges will not disqualify anyone from the program if the current charge is their first PSMV offense.

Once offenders have been screened, they and their parents or guardians are approached by the program administrator for inclusion in the program. Participants sign a service agreement that outlines the program's requirements, including a provision that sends the juvenile's case back to the courts if he drops out of the program or is re-entered into the juvenile justice system while still in the program.

All program participants will be tracked through the program's database. The database includes all youths who enroll in the program as well as those who refuse the opportunity or drop out along the way. By comparing both groups, the program's effectiveness in deterring future PSMV activities can be measured.

Once a family has chosen to participate in the program, it is referred to the United Charities social worker/case manager teams. The team assigned to the family will provide a professional assessment of the youth's personal strengths, family and social supports, and their educational needs; determine the youth's desire for change; offer counseling, tutoring, and other services; and coordinate these services by a family case manager.

The juveniles and their case managers will take part in numerous activities designed to promote informal interaction. These activities include movies, sporting events, and trips to Camp Algonquin. At Camp Algonquin youths participate in therapeutic group activities.

During the program's first four months, 67 youths have been referred to the program and 41 were enrolled—two youths refused to participate. Two were dropped from the program due to subsequent arrests. There have been a total of 93 counseling sessions conducted, and 39 weekly progress meetings for enrolled youths.

Program 9

Award Number: MV 93-006
Program Name: ALERTS Program Expansion
Agency: Illinois Criminal Justice Information Authority
Award Amount: \$300,000
Start Date: August 1, 1992

The Police Systems Unit of the Illinois Criminal Justice Information Authority provides data processing services to more than 150 Illinois law enforcement agencies through its Police Information Management System (PIMS), Area-wide Law Enforcement Radio Terminal System (ALERTS), and Automated Law Enforcement Communications Systems (ALECS) computer services or networks.

ALERTS is the Authority's mobile in-car data terminal system, which currently provides access to state, national, and local databases for 100 agencies in seven Illinois counties. Approximately 800 police vehicles throughout the state are equipped with ALERTS technology at present.

The Council's award for this program will allow for greater local agency participation in ALERTS. The ALERTS expansion initiative will increase the number of agencies

Vehicle Thefts in Illinois Chicago vs. Rest of State—1987 to 1991

Year	Chicago	Suburban Cook County	Total Cook County	Rest of State	Total State
1987	40,030 (64%)	12,038 (19%)	52,068 (83%)	10,593 (17%)	62,661
1988	45,268 (65%)	13,316 (19%)	58,584 (84%)	11,503 (16%)	70,087
1989	46,196 (65%)	13,149 (18%)	59,345 (83%)	11,933 (17%)	71,278
1990	48,998 (66%)	12,561 (17%)	61,559 (84%)	12,181 (16%)	73,740
1991	47,710 (63%)	13,900 (18%)	61,610 (82%)	14,020 (19%)	75,630

Source: Illinois State Police, Uniform Crime Reporting Program

participating as well as add to the total number of vehicles equipped with mobile data terminals. This will be accomplished by expanding the service into new areas and allowing additional agencies in existing service areas to join the program.

Mobile data terminals (MDTs) allow patrol officers to be much more proactive in investigating suspicious vehicles and persons. The use of traditional radios to request license checks or vehicle title verification is replaced by the mobile data terminal. The device connects the officer to the necessary computer system directly, so there is no need to ask dispatchers to run inquiries—a big plus in the major metropolitan area of Chicago where the air waves are crowded. The result, with an MDT, is that patrol officers can make hundreds more inquiries than previously.

The Authority has ordered all necessary ALERTS equipment through the State's Department of Central Management Services. The Authority is currently awaiting delivery of the equipment from the manufacturer.

Program 10

Award Number: MV 93-007
Program Name: Peoria/Tazewell County ALERTS Motor Vehicle Theft Prevention Initiative
Agency: County of Peoria, Sheriff's Department
Award Amount: \$229,648
Start Date: August 1, 1992

This award enables law enforcement agencies in Peoria and Tazewell counties to establish a "street-level" approach to address motor vehicle theft. The program utilizes existing street patrol resources with ALERTS mobile data technology to provide officers with immediate access to the information needed to investigate and identify stolen motor vehicles.

Award funds for this program allow law enforcement agencies in Peoria and Tazewell Counties to equip patrol vehicles with mobile data terminals to use against the area's growing motor vehicle theft problem. The 11 participating agencies are the Peoria, East Peoria, Pekin, Bartonville, Chillicothe, Creve Coeur, Morton, Peoria Heights, and Washington police departments, as well as the Peoria County and Tazewell County sheriff's departments.

The agencies will use the mobile data terminals to conduct several patrol activities. The terminals will allow police immediate access to vehicle theft information during their daily street-level patrols. At least one "parking lot sweep" each week will supplement the routine patrol activities. These sweeps—conducted in motel, apartment, train station, and business district parking lots—will be aimed at identification and recovery efforts. A "directed patrol" each month will focus on identification and interdiction that result from analysis of statistics and incidents of motor vehicle theft. In addition, one "special operation" every two months will target high-risk areas.

Program 11

Award Number: MV 93-008
Program Name: Tri-County Auto Theft Unit
Agency: City of Joliet, Police Department
Award Amount: \$400,000
Start Date: September 1, 1992

This program established a multi-agency response to the problem of motor vehicle theft in Will, Kankakee, and Grundy counties. By assigning manpower and resources to conduct aggressive investigations, this unit hopes to provide technical assistance to local agencies and educational tips to citizens to help prevent vehicle thefts in the Tri-County area.

The task force includes officers from local agencies in the Grundy, Kankakee, and Will county sheriff's departments, the Joliet, Romeoville, Bolingbrook, and Crest Hill police departments, and representatives from the Illinois State Police.

The task force created the Tri-County intelligence system, using donated computer and software equipment. Information will be stored in the computer for use in reports submitted to the Motor Vehicle Theft Intelligence Clearinghouse. Information also will be used by task force members for criminal investigations.

The task force uses covert methods—surveillance and “sting” operations—to identify, document, and apprehend motor vehicle theft offenders. Task force officers focus their investigative efforts on career vehicle thieves, street-gang members involved in motor vehicle theft, insurance fraud, chop shops, and the illegal activities of salvage yards and auto repair shops.

The unit also provides technical assistance to law enforcement agencies developing auto theft crime analysis capabilities. Since some agencies cannot make the best use of their own information, the Tri-County unit is working with local agencies to better analyze and share existing motor vehicle theft information.

During the first five months of the unit's operation, a total of 173 investigations have been initiated. During this time, a total of 167 vehicle thefts and one attempted theft have been reported in the Tri-County area.

Task force officers have arrested and referred for prosecution a total of 21 adults and two juveniles on a total of 31 charges. One conviction has been obtained on a theft charge and the defendant was sentenced to probation. The unit has recovered 25 cars, two motorcycles, three trucks and buses, one snowmobile, four pieces of heavy equipment, and one boat.

Program 12

Award Number:	MV 93-009
Program Name:	Chicago Police Department Motor Vehicle Theft Prevention Program
Agency:	City of Chicago, Chicago Police Department
Award Amount:	\$1,000,000
Start Date:	November 1, 1992

The Chicago Police Department is taking a multi-faceted approach to the problem of motor vehicle theft in the city. By using additional personnel and equipment, the Chicago Police Department will expand its fight against motor vehicle theft.

Chicago's program has several key elements:

- **Mobile Data Terminal System Infrastructure:** The department's current mobile data terminals are being replaced, and additional receivers and a message switch computer are being purchased. The updated system will improve efficiency and safety while simultaneously reducing the workload on the communications dispatchers.
- **Alternate Response Program:** Additional equipment will be purchased for this program's communications operations section, which will allow for increased access to the department's Hot Desk, and the LEADS, NCIC, and NLETS systems.
- **Field Inquiry Section:** This section, which is responsible for the verification of all information on stolen/recovered vehicles that was preliminarily entered into LEADS, will receive additional personnel and equipment.
- **Auto Pound Section:** The award will support this unit's conduct of confidential vehicle identification number investigations by enabling the hiring of additional remote terminal operators and the purchase of additional equipment and supplies.
- **Auto Theft Section:** Additional remote terminal operators will be hired and equipped to enhance this unit's crime analysis and investigative support capabilities.

Program 13

Award Number: MV 93-010
Program Name: Metro East Auto Theft Task Force (METT)
Agency: City of Collinsville, Police Department
Award Amount: \$509,296
Start Date: September 1, 1992

This program created a multi-jurisdictional law enforcement task force to operate in the East St. Louis metropolitan area, using personnel from police departments in Collinsville, Fairview Heights, Cahokia, East St. Louis, and Southern Illinois University at Edwardsville. Other participating agencies are the Madison County Sheriff's Department, the St. Clair County Sheriff's Department, the Office of the St. Clair County State's Attorney, the Illinois State Police, and the Secretary of State's Department of Police.

METT's objectives are to provide law enforcement agencies in Madison and St. Clair counties with capabilities to detect, conduct surveillance of, and apprehend persons involved in automobile theft and related crimes; and to train officers in the techniques of automobile theft investigation.

During the first three months of operation, the task force has initiated 97 investigations and made a total of 38 arrests. Thirty-seven cases have been accepted for prosecution by the State's Attorney's Office. The task force has recovered a total of 78 vehicles with an approximate value of \$500,000.

Program 14

Award Number: MV93-011
Program Name: Kane County Auto Theft Task Force
Agency: City of Elgin, Department of Police
Award Amount: \$156,000
Start Date: August 24, 1992

This grant created the Kane County Auto Theft Task Force, a multi-jurisdictional unit involving local law enforcement agencies from the Elgin and Aurora Police Departments, the Kane County Sheriff's Department, the Kane County State's Attorney's Office, and the Illinois State Police.

To gather intelligence, recover stolen vehicles/parts, and make appropriate arrests, the unit is conducting both stationary and mobile surveillances. Task force members also work to monitor and gather intelligence about street gangs involved in vehicle theft, targeting areas that are most prone to steals, chop shops, and suspected participants in these activities. A Kane County Assistant State's Attorney is available at all times to assist in the investigation and prosecution of the unit's cases.

The task force provides assistance to local agencies, following up on cases that normally would not be continued due to budgetary, manpower, or jurisdictional limitations.

During the unit's first five months of operation, 18 investigations have been initiated, with nine continuing. During this time, Elgin, Aurora, and unincorporated Kane County have experienced 301 reported vehicle thefts, nine attempted thefts, and three car-jackings. These agencies, including the task force, have recovered 113 stolen vehicles, including 94 cars, 15 trucks/buses, two motorcycles, one trailer, and one piece of farm equipment. The unit has arrested 10 individuals on a total of 17 charges. All cases were referred for prosecution and are still pending.

Program 15

Award Number: MV93-012
Program Name: South Suburban Auto Theft Interdiction Network (SSATIN)
Agency: Illinois State Police
Award Amount: \$507,210
Start Date: November 1, 1992

This program creates a task force that serves the southern portion of Cook County, augmenting the current auto theft unit of the Illinois State Police Division of Criminal Investigation. Local agencies involved are the Bridgeview, Lansing, Calumet City, and Oak Lawn police departments, and the Cook County Sheriff's Department, along with investigators from the National Insurance Crime Bureau (NICB).

Trust funds are being used to supply task force officers with communications and other necessary equipment and supplies. The unit is employing several techniques to combat motor vehicle theft in southern Cook County:

1. Using confidential informants to gather intelligence information on offenders and to introduce covert personnel to offenders.
2. Creating a database to gather intelligence information regarding offenders, for use in enforcement efforts against them.
3. Adjourning frequent SSATIN task force meetings to review intelligence information and develop strategies to combat theft. (Supervisors will evaluate strategies and investigations to ensure that they coincide with the task force's goals and objectives.)
4. Scheduling surveillances and documenting suspects and their activities.
5. Using covert approaches.
6. Using "sting" operations to apprehend offenders.

Task force officers are consulting with the Cook County State's Attorney's Office. Because many of the task force's cases will be handled by the Motor Vehicle Theft Prosecutions Unit, a close working relationship is anticipated.

This task force began operations in mid-December 1992. During its first two months of operation, it has initiated a total of 13 investigations, which have resulted in the arrest of six adults and four juveniles on a total of 11 charges. To date, one conviction has been obtained and the offender was sentenced to probation. The unit has recovered a total of 27 passenger cars, including two used in an insurance fraud ring.

Program 16

Award Number: MV93-013
Program Name: Winnebago/Boone County ALERTS Motor Vehicle Theft Prevention
Agency: County of Winnebago, Sheriff's Department
Award Amount: \$ 229,648
Start Date: January 1, 1993

This award helps law enforcement agencies in Winnebago and Boone counties establish a "street-level" approach to address motor vehicle theft. The program relies on existing street-level patrol resources and ALERTS mobile data technology to provide officers with immediate access to the information needed in the field to investigate and identify stolen motor vehicles. The award funds for this initiative will equip 43 patrol vehicles with mobile data terminals in five agencies in Boone and Winnebago counties.

The agencies will use the mobile data terminals to conduct several patrol activities. The terminals will allow police immediate access to vehicle theft information during their

daily street-level patrols. At least one “parking lot sweep” each week will supplement the routine patrol activities. These sweeps—conducted in motel, apartment, train station, and business district parking lots—will be aimed at identification and recovery efforts. A “directed patrol” each month will focus on identification and interdiction that result from analysis of statistics and incidents of motor vehicle theft. In addition, one “special operation” every two months will target high-risk areas.

The program provides funds for an assistant state’s attorney to become an auto theft prosecutions “specialist” handling all auto theft prosecutions in the two counties and assisting in investigative work by law enforcement agencies.

Program 17

Award Number: MV 93-014
Program Name: Prevention, Enforcement, and Tracking Program (PET)
Agency: County of Cook, Sheriff’s Police Department
Award Amount: \$82,536
Start Date: December 1, 1992

This program created a specialized auto theft investigation unit within the Cook County Sheriff’s Police Department. Through reassignment and the addition of new personnel, the department will have a unit dedicated solely to motor vehicle theft investigations and activities. The Prevention, Enforcement, and Tracking Program will be responsible for conducting motor vehicle theft investigations in the unincorporated areas of Cook County. It will also assist those areas of Cook County not served by a Council-funded task force.

The sworn personnel assigned to the unit will concentrate completely on investigative duties, which will include the following activities:

1. Investigations of suspected motor vehicle theft offenders in unincorporated areas of Cook County.
2. Response to calls for assistance from other municipalities in suburban Cook County not covered by other Council-funded task forces.
3. Development of an intelligence network that uses paid informants, citizen tips, and surveillance. This intelligence will be maintained in computer files, using Police Information Management System (PIMS) capabilities.
4. Surveillance and other covert investigative methods to document suspected offenders and activities.
5. Use of official advance funds to purchase information and evidence necessary to prepare cases.
6. Use of MDTs to quickly and securely access computerized databases such as the Illinois State Police’s Law Enforcement Agencies Data System (LEADS) and Secretary of State vehicle and driver information systems. The terminals allow investigators to quickly determine whether vehicles are stolen, resulting in more recovered vehicles and arrests of offenders. In addition, MDTs conserve valuable radio air time and eliminate errors in relaying inquiry information.
7. Use of forward Vehicle Identification Number (VIN) traces. The investigators will be using this innovative technique to trace the VINs forward from wrecked vehicles to re-tagged vehicles. The traditional approach to this task follows the VIN back from the re-tagged vehicle to the wrecked vehicle from which the tag was taken. This approach is expected to generate better arrests, convictions, and intelligence information by establishing responsibility for the criminal use of VIN tags.

Program implementation was delayed until January, 1993.

Program 18

Award Number: MV 93-015
Program Name: Lake County Multi-Jurisdictional Motor Vehicle Theft Prevention Task Force
Agency: City of Waukegan, Police Department
Award Amount: \$300,000
Start Date: October 1, 1992

This program created the Lake County Multi-Jurisdictional Motor Vehicle Theft Prevention Task Force, which will be staffed by investigators from the Waukegan, Vernon Hills, Gurnee, and North Chicago police departments and the Lake County Sheriff's Department. The Lake County State's Attorney's Office has agreed to coordinate all prosecutions of task force cases.

The investigators will remain assigned to their respective departments, with office space and supplies provided by the local agencies. Trust funds will be used to provide computers, cellular phones, and other communications equipment for the officers.

The Lake County Task Force will provide a number of services countywide. As a "flying task force," officers will be available to travel to problem areas and assist local agencies. Officers will be available to other agencies for information, support, or training, and will also train members of their own local agencies. The task force will coordinate all major county-wide motor vehicle theft or insurance fraud investigations. Investigators have been trained on the methods of auto theft, the identification of stolen vehicles and parts, use of Vehicle Identification Numbers, evidence processing, and problem areas and trends.

Unit members will investigate all reports of vehicle theft within their agencies and process recovered motor vehicles for physical evidence. Officers will work to gather intelligence information about motor vehicle thefts and suspected offenders into a local computer network. This network will be used to provide investigators with detailed lists of methods of operations for vehicle thefts, probable suspects, and vulnerable locations. The computer system will be used to track the status of each motor vehicle theft and insurance fraud case through its final resolution. All information will be shared with other local agencies.

During the first four months of the unit's operation, officers initiated a total of 195 investigations into motor vehicle theft activities. During this same period, a total of 233 thefts and 31 attempted thefts were reported in the participating jurisdictions.

The agencies reported a total of 75 arrests (49 adults, 26 juveniles) for related charges, with 61 of those cases being accepted for prosecution. To date, seven convictions have been obtained and one defendant has been fined and sentenced to a prison term and a period of probation.

These agencies have recovered a total of 146 vehicles during the period, including 139 cars, four trucks or buses, and three motorcycles. A total of 33 component parts have been recovered, including engines, fenders, transmissions, accessories, and VIN plates.

Program 19

Award Number: MV 93-016
Program Name: Insurance Vehicle Expense Fund
Agency: Illinois Anti-Car Theft Committee
Award Amount: \$ 41,070
Start Date: November 1, 1992

Insurance companies are contributing more than 60 vehicles for use in Council-funded programs that support law enforcement efforts. A grant to the Illinois Anti-Car Theft Committee will help pay for repairs and parts for these vehicles. By avoiding the purchase or lease of new vehicles, the savings are instead being used to fund additional personnel and cover related costs.

The funds for this program are used only for repairs or parts for the vehicles supplied to Council-funded programs by the insurance industry. Trust funds made available for this program are not being used for costs of ordinary or routine maintenance, or the repair of collision damage to vehicles used in Council-funded programs.

To date, approximately \$15,000 has been spent making repairs to about 40 of the vehicles that are in use in Council-funded programs.

Program 20

Award Number: MV 93-017
Program Name: Project Park Smart: A Statewide Public Awareness Program
Agency: Illinois Anti-Car Theft Committee
Award Amount: \$167,700
Start Date: March 1, 1993



This statewide public awareness and education program involves a variety of activities:

- **Spokesperson Training & Speakers Bureau:** Spokespersons will be selected and trained for high-visibility activities such as news conferences and press interviews. Materials and remarks will be prepared, and appearances will be scheduled and promoted throughout the Council's five areas of greatest need.
- **Traffic Reporters Briefing:** Traffic reporters, reporting service managers and other appropriate media will be invited to a briefing that explains the program, to encourage reporters to include the campaign's messages during their reports.
- **Ongoing Media Relations:** Story ideas and promotional opportunities will be developed and presented to the media. Media inquiries will be handled as they arise.
- **Community Organizations:** Working relationships with community organizations, community leaders, and neighborhood crime prevention organizations will be developed. A bi-monthly newsletter will also be developed and distributed to these organizations.
- **Hispanic Program:** Spokespersons who are Spanish-speaking will be identified and trained, and materials will be adapted for a Spanish-speaking audience.
- **Corporate Recruitment:** Corporate sponsors will be recruited and asked to include program messages in their brochures and company literature.
- **Secretary of State:** All driver training materials distributed by the Illinois Secretary of State will include motor vehicle theft prevention tips.

The program's slogan, "Park Smart," will encourage Illinois drivers to be aware of methods they can use to reduce the chance of their vehicle being stolen. The overall program calls for significant corporate donations and sponsorships and will rely on the professional services of a public relations firm.

Program 21

Award Number: MV 93-018
Program Name: Operation Offender Identification
Agency: Village of Tinley Park, Police Department
Award Amount: \$ 35,000
Start Date: April 1, 1993

This program involves the use of fully trained department personnel to conduct full crime scene processing of all recovered stolen vehicles including those involved in other crimes. The program is considered a pilot test of the usefulness of crime scene processing coupled with the Illinois State Police's Automated Fingerprint Identification System (AFIS) to identify vehicle thieves in a timely manner. The program is expected to be operational in mid-1993.

Summary of the Activities of the Funded Task Forces

Task Force	Start Date	Award Amount	Data Reported	Investigations	Arrests	Vehicles Recovered
Northwest Suburban Auto Theft (NSAT) Task Force	8/2/92	\$400,000	12/92	42	18	18
Beat Auto Theft Through Law Enforcement (BATTLE)	8/3/92	\$375,000	1/93	32	21	26
Tri-County Auto Theft Unit - Joliet area	9/1/92	\$400,000	1/93	173	21	36
Metro East Auto Theft Task Force	9/1/92	\$509,296	12/92	97	38	78
Kane County Auto Theft Task Force	8/24/92	\$156,000	1/93	18	10	n/a
South Suburban Auto Theft Interdiction Network	11/1/92	\$509,296	12/92	13	6	27
Lake County Auto Theft Task Force	10/1/92	\$300,000	1/93	195	n/a	n/a
Cook County Sheriff's Police Special Auto Theft Unit	12/1/92	\$ 82,536	1/93	n/a	n/a	n/a
Totals		\$2,730,042		570	114	185

Anticipated Accomplishments during 1993

- Continue to solicit and negotiate program proposals for consideration by the Council and its Grant Review Committee as part of the second-year statewide strategy.
- Collect calendar year 1992 trust funds from the insurance industry.
- Pending the Council's approval of program proposals, enter into interagency agreements with implementing entities.
- Develop and obtain approval of the second annual report to the Governor and General Assembly on the activities of the Council.

Conclusion

The Council accomplished a great deal during 1992. Early indications are that all of the hard work is beginning to put a dent in the motor vehicle theft problem in Illinois. For the first time in several years, we have witnessed a decrease in motor vehicle thefts in Chicago.

While it may be too early to attribute the changes to the impact of Council-funded programs, we believe we are seeing indicators of even greater things to come. As the public gains a better awareness of the problem and actions they can take to help prevent thefts, as law enforcement programs continue to focus on organized theft "rings" and the "marketplace" for stolen vehicles and parts, and as we continue to apply specially trained personnel toward the problem, further decreases should occur.

Financial Statement for Calendar Year 1992

Balance in Trust Fund on January 1, 1992	\$ 5,141,583.99	
Total Receipts during 1992	5,534,689.61	
Receipts from Insurance Companies		\$5,224,708.61
Interest gained on Trust Fund Balance		309,981.00
Total Obligations/Expenditures during 1992	6,834,471.18	
Total of Trust Funds awarded by Council		6,533,741.00
Total of Trust Funds expended by grantees		2,116,983.19
Total of administrative funds expended		300,730.18
Unobligated Trust Fund Balance	3,841,802.41	

Revised 1992 Allocations and Awards

Program Area/Program Name	ALLOCATED	DESIGNATED	BALANCE
LAW ENFORCEMENT	\$4,939,664	\$4,939,664	\$ 0
<i>CHICAGO AREA</i>			
Chicago Police Department Program		\$1,000,000	
Cook County State's Attorney's Prosecution Unit		500,000	
United Charities/Cook Co. State's Attorney Program		250,000	
Cook County Sheriff's Department Program		82,536	
B.A.T.T.L.E. (DuPage County task force)		375,000	
Kane County Auto Theft Task Force		156,000	
South Suburban Auto Theft Task Force		507,536	
Northwest Suburban Auto Theft Task Force		400,000	
Lake County Motor Vehicle Theft Task Force		300,000	
<i>EAST ST. LOUIS AREA</i>			
Metro East Auto Theft Task Force		\$ 509,296	
<i>PEORIA AREA</i>			
Peoria/Tazewell County ALERTS Program		\$ 229,648	
<i>JOLIET AREA</i>			
Tri-County Auto Theft Task Force		\$ 400,000	
<i>ROCKFORD AREA</i>			
Winnebago/Boone County ALERTS Program		\$ 229,648	
INFRASTRUCTURE SUPPORT	\$ 403,664	\$ 403,664	\$ 0
Motor Vehicle Theft Information Clearinghouse		191,714	
Motor Vehicle Theft Law Enforcement Training		211,950	
INNOVATIVE PROGRAMS	\$ 69,192	\$ 55,192	\$ 14,000
Park Forest Special Patrol Program		20,192	
Operation Offender ID - Tinely Park		35,000	
EVALUATION	\$ 60,000	\$ 0	\$ 60,000
STATEWIDE IMPACT PROGRAMS	\$1,407,480	\$1,407,480	\$ 0
SOS Police Special Audit Teams Program		1,066,410	
Authority ALERTS Expansion Program		300,000	
Illinois Anti-Car Theft Committee - Car Expense Fund		41,070	
PREVENTION - PUBLIC EDUCATION	\$ 320,000	\$ 167,700	\$ 152,300
Illinois Anti-Car Theft Committee: Park Smart		167,700	
TOTALS	\$7,200,000	\$6,973,700	\$ 226,300

Trust Fund Contributors for 1992:

State Farm Mutual Insurance Company	Vigilant Insurance Company
Allstate Insurance Company	American Fire & Casualty Company
Country Mutual Insurance Company	Merit Insurance Company
Illinois Farmers Insurance Company	Addison Farmers' Insurance Company
American Family Mutual Insurance Company	Fireman's Fund Insurance Company
Economy Fire & Casualty Company	Ansvar America Insurance Company
Economy Preferred Insurance Company	Illinois EMCASCO Insurance Company
State Farm Fire & Casualty Company	Westfield Insurance Company
Farmers Automobile Insurance Association	Automobile Insurance Company of Hartford
General Casualty Company of Illinois	Valiant Insurance Company
United Services Automobile Association	Fidelity & Guaranty Insurance Company
Prudential Property & Casualty Company	Transportation Insurance Company
Western States Insurance Company	General Accident Insurance Company of America
Hartford Insurance Company of the Midwest	Atlantic Mutual Insurance Company
Unicorn Insurance	Mid-Century Insurance Company
American Ambassador Casualty Company	Royal Indemnity Company
Chicago Motor Club Insurance Company	Continental Insurance Company
Madison Mutual Insurance Company	Teachers Insurance Company
Liberty Mutual Fire Insurance Group	Preferred Risk Mutual Insurance Company
Standard Mutual Insurance Company	AMEX Assurance Company
West American Insurance Company	Preferred Abstainers Insurance Company
Allied American Insurance	Dairyland Insurance Company
Aetna Casualty & Surety Company of Illinois	Bituminous Casualty Corporation
SAFECO Insurance Company of Illinois	American Casualty Company of Reading
Fidelity & Guaranty Insurance Underwriters	National General Insurance Company
Union Automobile Indemnity Association	Allied Mutual Insurance Company
American States Preferred Insurance Company	St. Paul Insurance Company of Illinois
American Economy Insurance Company	Prestige Casualty Company
Metropolitan Property & Casualty Company	Insurance Company of Illinois
Auto-Owners Insurance Company	Kansas City Fire & Marine Insurance Company
Cincinnati Insurance Company	Casualty Insurance Company
American Manufacturers Mutual Company	Shelby Insurance Company
Grinnell Mutual Reinsurance Company	Economy Premier Assurance Company
Phoenix Insurance Company	American National Property & Casualty Company
West Bend Mutual Insurance Company	St. Paul Mercury Insurance Company
Government Employees Insurance Company	State Automobile Mutual Insurance Company
SAFECO Insurance Company of America	Meridian Mutual Insurance Company
Potomac Insurance Company of Illinois	North River Insurance Company
Continental Casualty Company	American Automobile Insurance Company
American Standard Insurance of Wisconsin	York Insurance Company
Country Casualty Insurance Company	Associated Indemnity Corporation
Transamerica Insurance Company	Regent Insurance Company
Shelter Mutual Insurance Company	American National Fire Insurance
USAA Casualty Insurance Company	First National Insurance Company of America
Pekin Insurance Company	Transamerica Indemnity Company
Rockford Mutual Insurance Company	Chicago Mutual Liability Company
American Country Insurance Company	Amco Insurance Company
Millers Mutual Insurance Association of Illinois	Westfield National Insurance Company
Allstate Indemnity Company	Security Insurance Company
Milwaukee Guardian Insurance Company	American International Insurance Company
Coronet Insurance Company	State Security Insurance Company
Federal Kemper Insurance Company	American Bankers Insurance Company of Florida
Citizens Insurance Company of America	Atlanta Casualty Company
Horace Mann Insurance Company	Omaha Property & Casualty Insurance Company
Colonial Penn Insurance Company	Alpha Property & Casualty Insurance Company
Safeway Insurance Company	Valley Forge Insurance Company
Capital Enterprise Insurance Company	CUMIS Insurance Society, Inc.
Hartford Insurance Company of Illinois	Amerisure Insurance Company
Progressive Casualty Insurance Company	American Protection Insurance Company
Travelers Indemnity Company of Illinois	Ohio Casualty Insurance Company
Massachusetts Bay Insurance Company	Iowa Mutual Insurance Company
Interstate Bankers Mutual Casualty Company	Balboa Insurance Company
Nationwide Mutual Insurance Company	Travelers Indemnity Company of America
Amica Mutual Insurance Company	Unigard Security Insurance Company
Sentry Insurance, A Mutual Company	Standard Fire Insurance Company
Cincinnati Casualty Company	Granite State Insurance Company
American Service Insurance Company	Twin City Fire Insurance Company
National Ben Franklin Insurance of Illinois	Prudential General Insurance Company
Millers General Insurance Company	Home Insurance Company
Automobile Club Inter-Insurance Exchange	Maryland Casualty Company
Colonial Penn Franklin Insurance Company	Federal Insurance Company
American States Insurance Company	Hanover Insurance Company
Northern Assurance Company of America	National Farmers Union Property & Casualty
Constitutional Casualty Company	Milwaukee Mutual Insurance Company
Viking Insurance Company of Wisconsin	Indiana Insurance Company
Hartford Fire Insurance Company	All America Insurance Company
Consolidated Insurance Company	American Employers' Insurance Company
Metropolitan Casualty Insurance Company	Great Northern Insurance Company
GEICO General Insurance Company	American Insurance Company

Continental Western Insurance Company
 Employers Mutual Casualty Company
 Milwaukee Safeguard Insurance Company
 United States Fidelity & Guaranty Company
 Colonial Insurance Company Of California
 Voyager Property & Casualty Insurance Company
 Aetna Casualty & Surety Company of America
 Illinois Union Insurance Company
 Trinity Universal Insurance Company
 MIC General Insurance Corporation
 John Deere Insurance Company
 GEICO Indemnity Company
 Sea Insurance Company Ltd (US Branch)
 Nationwide General Insurance Company
 Mayflower Insurance Company, Ltd.
 Florists' Mutual Insurance Company
 Northwestern National Casualty Company
 General Casualty Company of Wisconsin
 Principal Casualty Insurance Company
 CIGNA Insurance Company of Illinois
 United Fire & Casualty Company
 American Merchants Casualty Company
 Centennial Insurance Company
 Liberty National Fire Insurance Company
 Bankers Standard Insurance Company
 Pennsylvania General Insurance Company
 Empire Fire & Marine Insurance Company
 Grinnell Select Insurance Company
 Agricultural Insurance Company
 Aetna Insurance Company of Illinois
 SAFECO National Insurance Company
 Windsor Insurance Company
 Goodville Mutual Casualty Company
 Shelter General Insurance Company
 Chicago Insurance Company
 MERASTAR Insurance Company
 Electric Insurance Company
 Mercury Insurance Company of Illinois
 National Fire Insurance Company of Hartford
 Travelers Indemnity Company
 Providence Washington Insurance Company
 Vanliner Insurance Company
 Niagara Fire Insurance Company
 Midwest Mutual Insurance Company
 Ohio Farmers Insurance Company
 Metropolitan General Insurance Company
 Druggists Mutual Insurance Company
 Home Indemnity Company
 Federated Mutual Insurance Company
 Transamerica Insurance Company of America
 Insurance Company of Evanston
 First Financial Insurance Company
 Midway Insurance Company of Illinois
 Springfield Fire & Casualty Company
 State Auto Property & Casualty Company
 Farmland Mutual Insurance Company
 Charter Oak Fire Insurance Company
 Lumbermens Mutual Casualty Company
 Northern Insurance Company of New York
 Aetna Casualty & Surety Company
 Michigan Mutual Insurance Company
 Central Mutual Insurance Company
 Hartford Casualty Insurance Company
 St. Paul Guardian Insurance Company
 CIGNA Fire Underwriters
 EMCASCO Insurance Company
 Insurance Company of North America
 American Global Insurance Company
 Yasuda Fire & Marine Insurance of America
 Hawkeye-Security Insurance Company
 National Assurance Indemnity Company
 Clarendon National Insurance Company
 Bankers & Shippers Insurance Company
 California Compensation Insurance Company
 American National General Insurance Company
 Employers' Fire Insurance Company
 United States Fire Insurance Company
 Tokio Marine & Fire Insurance Company, Ltd.
 Dixie Insurance Company
 Depositors Insurance Company
 Minnehoma Insurance Company
 Lloyds, New York
 Liberty Insurance Corporation
 Bituminous Fire & Marine Insurance Company
 American Motorists Insurance Company
 Criterion Casualty Insurance Company
 Westchester Fire Insurance Company
 South Carolina Insurance Company
 Hartford Underwriters Insurance Company
 Illinois National Insurance Company
 Camden Fire Insurance Association
 Century Indemnity Insurance Company
 Prairie State Farmers Insurance Assoc
 Foremost Signature Insurance Company
 Cincinnati Indemnity Company
 Transamerica Insurance Company of Michigan
 National Farmers Union Standard Company
 Glens Falls Insurance Company
 Lincoln National Specialty Insurance Company
 Ohio Security Insurance Company
 Grain Dealers Mutual Insurance Company
 Victoria Fire & Casualty Company
 Sumitomo Marine & Fire Insurance Company
 Stonewall Insurance Company
 Commercial Union Insurance Company
 United Community Insurance Company
 City Insurance Company
 United Equitable Insurance Company
 Gulf Insurance Company
 American Zurich Insurance Company
 Nordia Insurance Company
 Aetna Insurance Company
 Unigard Insurance Company
 Travelers Indemnity Company of Rhode Island
 Columbia Mutual Insurance Company
 Nationwide Agribusiness Insurance Company
 Transamerica Countrywide Insurance Company
 New Hampshire Insurance Company
 National Surety Corporation
 Universal Underwriters Insurance Company
 IMT Insurance Company (Mutual)
 American Fire and Indemnity Company
 American Hardware Mutual Insurance Company
 Nationwide Mutual Fire Insurance Company
 Lumber Mutual Insurance Company
 American Indemnity Company
 Fidelity & Casualty Company of New York
 Indiana Lumbermens Mutual Insurance Company
 Select Insurance Company
 Pacific Employers Insurance Company
 Associated Insurance Company
 CIGNA Property & Casualty Insurance Company
 Nationwide Property & Casualty Company
 Sun Insurance Office, Ltd. (US Branch)
 Yosemite Insurance Company
 Buckeye Union Insurance Company
 United Southern Assurance Company
 American Guarantee & Liability Company
 Zurich Insurance Company
 Ullico Casualty Company
 Boston Old Colony Insurance Company
 Minnesota Mutual Fire & Casualty Company
 International Insurance Company
 Standard Guaranty Insurance Company
 Illinois Founders Insurance Company
 Firemen's Insurance Company
 Pacific Indemnity Company
 CIM Insurance Corporation
 Delta Casualty Company
 AIU Insurance Company
 Atlantic Insurance Company
 Intercargo Insurance Company
 Hartford Accident & Indemnity Company
 St. Paul Fire & Marine Insurance Company
 Greenwich Insurance Company
 Transcontinental Insurance Company
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**Illinois
Motor Vehicle
Theft
Prevention
Council**

*1991
Annual Report*

Illinois Motor Vehicle Theft Prevention Council

Terrance W. Gainer (Chairman), Director, Illinois State Police

Donald Bitz, Economy Fire and Casualty Company

Edward Burmila, Will County State's Attorney

James Donahue, Tazewell County Sheriff

LeRoy Martin, Superintendent, Chicago Police Department

Frank McGiboney, Allstate Insurance Company

Adam Mervis, Sol Tick & Company

Jack O'Malley, Cook County State's Attorney

George Ryan, Illinois Secretary of State

(Designee: Jack Pecoraro, Director, Secretary of State's Police Department)

Stephen Selcke, Director, Illinois Department of Insurance

K. Steve Williams, State Farm Insurance Company

Illinois Criminal Justice Information Authority

Peter B. Bensinger, Chairman

Dennis E. Nowicki, Executive Director

Gerard F. Ramker, Program Director



To the Governor and the Honorable Members of the General Assembly:

Since its creation in January 1991, the Illinois Motor Vehicle Theft Prevention Council has worked diligently to formulate an effective strategy to combat Illinois' growing motor vehicle theft problem. The Council's combined expertise from insurance industry and law enforcement representatives will result in significant achievements in this fight.

With the adoption of the *Statewide Motor Vehicle Theft Prevention Strategy for 1992*, the Council's initial battle plan has been devised. Now the Council is in position to begin providing the necessary funds to mount an aggressive offensive across the state.

This annual report describes the important work that has brought the Council to this point. I am very proud of the accomplishments made this past year. It is my firm belief that you and the citizens of this state will soon begin to see the fruits of this labor as the new fight against motor vehicle theft is initiated in the coming year.

Sincerely yours,

Terrance W. Gainer
Chairman
Illinois Motor Vehicle Theft Prevention Council

Director
Illinois State Police



To the Governor and the Honorable Members of the General Assembly:

During its first year of operation, the Illinois Motor Vehicle Theft Prevention Council, together with staff from the Illinois Criminal Justice Information Authority, developed—"from the ground up"—a grant program to address the costly problem of motor vehicle theft in our state.

Staff began by collecting and analyzing data on the nature and extent of motor vehicle theft. We analyzed demographic, insurance, and criminal justice data. We reviewed current research findings. And we gathered comments from federal, state, and local officials, as well as members of the general public. Based on this research, we then formulated a plan for preventing and reducing vehicle theft in Illinois. Our *Statewide Motor Vehicle Theft Prevention Strategy for 1992*, adopted in December, is the first document of its kind in Illinois.

The strategy provides a statistical overview of motor vehicle theft in the state and describes current efforts to address the problem. The strategy identifies resource needs and the geographic areas of greatest need within the state. It outlines an approach for dealing with the problem, and it identifies eligible program areas.

Although a great deal was accomplished during 1991, culminating with the release of the state-wide strategy, much more work lies ahead. Our biggest task will be to ensure that the programs created and supported by the Council are truly effective in reducing motor vehicle theft in Illinois. I am confident we will successfully meet this challenge.

Sincerely,

A handwritten signature in dark ink, reading "Dennis E. Nowicki".

Dennis E. Nowicki
Executive Director
Illinois Criminal Justice Information Authority



In 1990, the cost of stolen motor vehicles in Illinois reached more than \$392 million. Some consumers may think “this doesn’t effect me,” or “it serves the insurance industry right for charging me all those high premiums.” Both attitudes are naive and misplaced. The cost of motor vehicle theft in Illinois ripples throughout the state via higher taxes for Illinois citizens to pay for law enforcement efforts, and higher insurance premiums for the consumer.

In 1990, the Illinois General Assembly took action against steadily rising auto theft rates by passing the Motor Vehicle Theft Prevention Act [Ill.Rev.Stat., ch. 95-1/2, par. 1301 *et seq.*]. Governor James R. Thompson signed the measure into law on September 11, 1990. The act, which took effect on January 1, 1991, established the Illinois Motor Vehicle Theft Prevention Council and gave it responsibility for managing a unique cooperative venture between government and business to curb motor vehicle theft in Illinois. This report explains what the Council is and describes its accomplishments during its first year of operation.

The Illinois Motor Vehicle Theft Prevention Council

The Illinois Motor Vehicle Theft Prevention Council is modeled after a similar agency in the state of Michigan. Like the Michigan Automobile Theft Prevention Authority, the Illinois Council is funded by an annual \$1 assessment that insurance companies pay on each motor vehicle they insure in the state. The money collected by the Council is deposited in the Motor Vehicle Theft Prevention Trust Fund for disbursement to law enforcement agencies, prosecutors, judicial agencies, businesses, and non-profit organizations to fight auto theft.

In its first full year of grants, the Michigan program contributed to a 5-percent drop in the number of auto thefts. Illinois’ program, which will award its first grants in early 1992, hopes to mirror Michigan’s initial success.

The Illinois Motor Vehicle Theft Prevention Council has statutory responsibility to “prevent, combat and reduce motor vehicle theft in Illinois; to improve and support motor vehicle theft law enforcement, prosecution and administration of motor vehicle theft law by establishing statewide planning capabilities for and coordination of financial resources.”

The Council is made up of 11 members. Five members serve by virtue of their offices: the Illinois Secretary of State, the director of the Illinois Department of Insurance, the director of the Illinois State Police, the state’s attorney of Cook County, and the superintendent of the Chicago Police Department. Six members are appointed by the Governor: a state’s attorney from a county other than Cook, a chief law enforcement executive from a jurisdiction other than Chicago, three representatives of insurers authorized to write motor vehicle insurance in Illinois, and one citizen representative of purchasers of motor vehicle insurance (this person cannot be

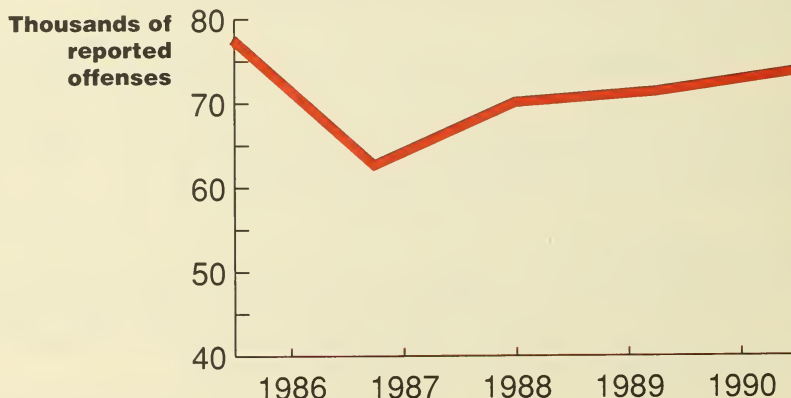
employed by or connected to the business of insurance). The Governor also designates a chairman from among the Council membership.

The Council is required to meet at least four times a year in open public meetings. Staff support for the Council is provided by the Illinois Criminal Justice Information Authority through its Federal and State Grants Unit.

The Council is charged with five main statutory responsibilities:

- To assess the scope of the motor vehicle theft problem in Illinois. The Council must identify areas of the state where the problem is greatest and then analyze state and local criminal justice policies, programs, proposed plans, and methods for combating motor vehicle theft.
- To develop and sponsor statewide strategies to combat motor vehicle theft, improve the administration of existing motor vehicle theft laws, and provide a forum for the identification of problems associated with auto theft.
- To coordinate the development, adoption, and implementation of plans among interagency and intergovernmental units involved in motor vehicle theft law enforcement.
- To establish priorities for, allocate, and disburse funds made available to the Council.
- To make grants and provide financial support to eligible recipients.

Motor Vehicle Theft Offenses in Illinois: 1986 to 1990



From 1987 to 1990 motor vehicle theft in Illinois rose 17.7 percent. Number of reported motor vehicle thefts per year were as follows: 1986, 77,556; 1987, 62,661; 1988, 70,093; 1989, 71,338; and 1990, 73,740.

Source: Crime in Illinois. Illinois State Police; Illinois Criminal Justice Information Authority

Organization of the Council

To assist the Council in its duties, three committees were established in 1991:

- The ad hoc Committee on the Allocation Process was created to make recommendations on the procedures the Council should use to award trust funds and determine what programs should receive grant awards. This committee also recommended the criteria the Council should use in evaluating grant proposals and in monitoring the success of the grants awarded. During 1991, the ad hoc committee reviewed the Michigan program and discussed other allocation approaches. The committee was dissolved in November after completing the Council's Rules for the Award and Monitoring of Trust Funds.
- The Grant Review Committee meets monthly to review and recommend grant programs, implementing agencies, and award amounts to the full Council. The committee ensures that proposals are consistent with the Motor Vehicle Theft Prevention Act, the statewide strategy, and the Council's rules.
- The Annual Budget Committee, which meets yearly (and as needed), is responsible for approving the annual fiscal year budget of the Council. This committee also monitors funds available to the Council throughout the year and presents testimony to the Governor and General Assembly on behalf of the Council.

MVTP Trust Fund

The Motor Vehicle Theft Prevention Act established a trust fund in the State Treasury from which the Council makes grants to eligible applicants whose programs address the problem of motor vehicle theft in Illinois.

Money for the fund comes from a \$1 surcharge placed on each vehicle in Illinois covered by a physical damage policy written by insurers that do business in the state. Specifically, the act requires all insurance companies licensed to write motor vehicle (private passenger automobile physical damage) coverages (included in both Class 2 and 3 of Section 4 of the Illinois Insurance Code) to pay annually an amount equal to \$1 per earned car year of exposure of comprehensive coverage provided in the previous year.

Grants from the trust fund are available to federal and state agencies, local units of government, corporations, and neighborhood, community and business organizations which establish viable, cooperative motor vehicle theft prevention programs in areas of greatest need in Illinois, as determined by the Council. No general revenue tax dollars are used to support the Council or the grants it awards.

The Council may award funds to programs that reduce motor vehicle theft, that improve the administration of motor vehicle theft laws, that inform vehicle owners of the financial and social costs of motor vehicle theft, and that teach methods of motor vehicle theft prevention.

The Statewide Strategy

Each year, the Council develops a Statewide Motor Vehicle Theft Prevention Strategy. The strategy provides an overview of motor vehicle theft in Illinois—including the nature and extent of the problem, current efforts to address auto theft, resource needs, and the geographic areas of greatest need within Illinois. The strategy also details the Council's direction by identifying eligible program/grant areas. The strategy is, therefore, the foundation upon which the state's motor vehicle theft prevention efforts are built.

The Council is committed to ensuring that the statewide strategy reflects not only the interests and concerns of federal, state, and local officials, but also the views of the insurance industry, community groups, businesses, and Illinois citizens. To encourage participation and fairness, the Council conducts public hearings each year in different areas of the state to define the nature and scope of motor vehicle theft in Illinois.

The testimony gathered at the hearings helps the Council to identify the areas of greatest need, target effective programs, and ensure that all agencies, units of government, private organizations, and individuals' views are considered in the development of the state's motor vehicle theft prevention strategy. Witnesses are asked to explain the problem of motor vehicle theft facing their community, to describe available resources to combat the problem, to provide statistical data to document scope of their problem, to explain why a particular approach works, and to discuss any recent developments in policing, community relations, or technology that may help combat auto theft.

The statewide strategy is discussed at a public meeting of the full Council prior to its approval. Interested officials and citizens who are unable to attend that meeting or public hearings are invited to submit comments on the strategy. After approval by the Council, a summary of the strategy is distributed to police chiefs, sheriffs, state's attorneys, and public hearing witnesses.

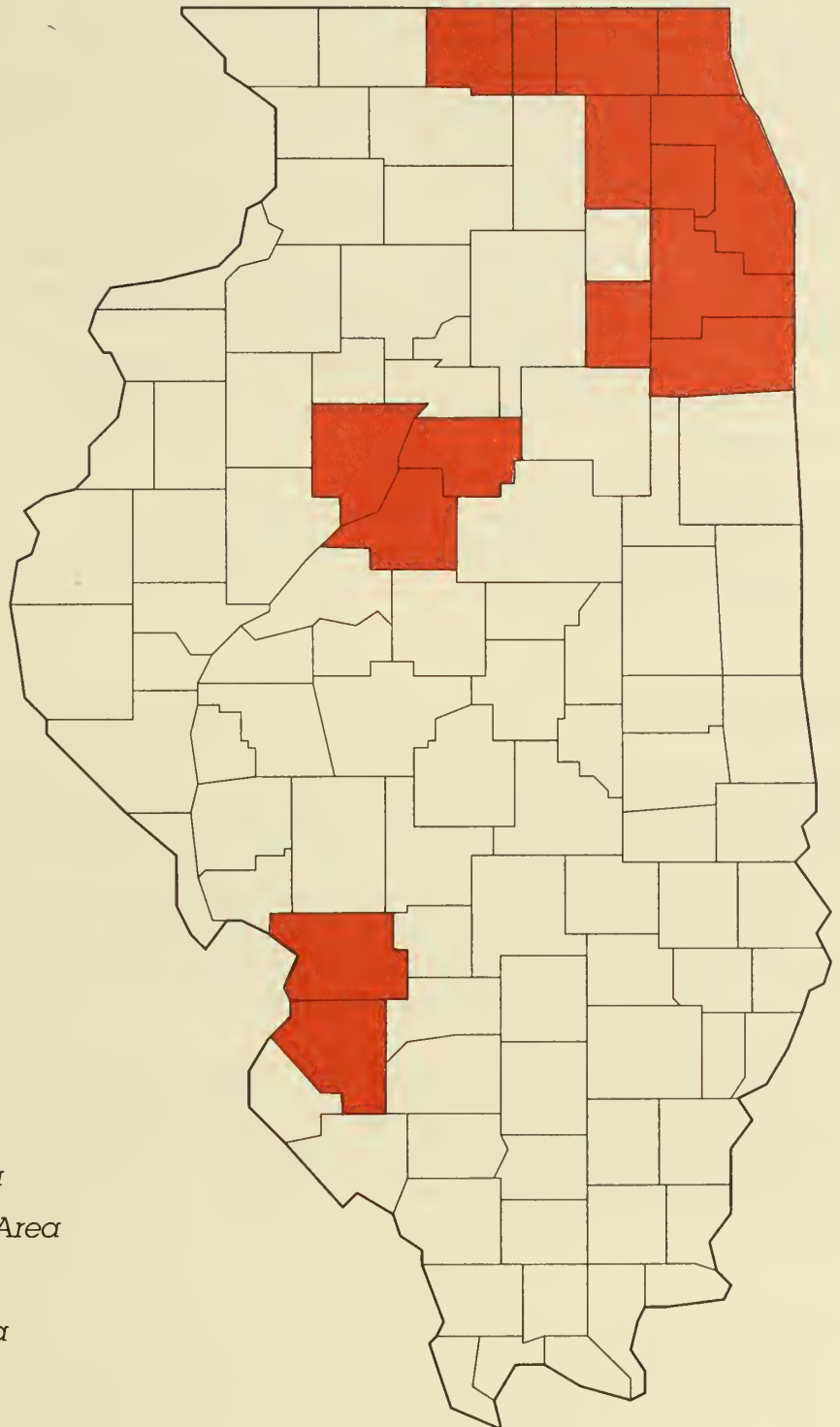


Representatives of the Illinois Motor Vehicle Theft Prevention Council hear testimony from the St. Clair and Madison County Auto Theft Task Force.

Grant Process

Following the approval of the strategy, the Council begins to translate the written document into an action plan by soliciting program proposals from eligible recipients. Priority is given to proposals that target the areas of greatest need identified by the Council. Based on the strategy, additional criteria are used to evaluate each grant proposal. Several factors are taken into account: current research findings; an analysis of demographic, insurance industry, and criminal justice data; and comments from federal, state, and local officials, as well as the general public. Also considered are the success of any similar programs, the implementing agency's ability to carry out the program, the likelihood that a proposed program will achieve its goals, the recommendation of the Authority's executive director, the overall cost of the proposed program, and the availability of funds.

After the Grant Review Committee presents its recommendations, the full Council votes to designate funds to programs (and their implementing agencies) at a public meeting.



1992 Areas of Greatest Need:

- Greater Chicago Metropolitan Area
- Greater East St. Louis Metropolitan Area
- Greater Joliet Metropolitan Area
- Greater Rockford Metropolitan Area
- Greater Peoria Metropolitan Area

1991 Accomplishments

During 1991, the Illinois Motor Vehicle Theft Prevention Council and its staff completed much of the groundwork that will enable the Council to start awarding grants in early 1992.

- Approximately \$5.1 million was collected from the insurance industry and deposited in the Motor Vehicle Theft Prevention Trust Fund during 1991. Of the 736 companies authorized to conduct business in Illinois, 290 had the “earned car years” requiring a contribution to the state fund.

- During August, the Council held public hearings in Willowbrook and Springfield. More than 2,500 notices of the hearings were distributed to members of the General Assembly; city managers and mayors; county board chairpersons; chiefs of police; sheriffs; state’s attorneys; circuit court judges and chief judges; crime prevention organizations; local criminal justice agencies, boards and commissions; and federal criminal justice agencies. In all, 94 individuals and organizations representing different components of the criminal justice system and the insurance industry attended the hearings. Fifty-five individuals submitted written or oral remarks.

- The ad hoc Committee on the Allocation Process met three times in 1991. Before dissolving, the committee recommended and obtained the Council’s support of administrative rules for the awarding and monitoring of trust funds.

- The Council established administrative rules for the collection of trust funds.

- The Annual Budget Committee met twice to approve administrative budgets for FY91, FY92 and FY93.

- The full Council met six times, passing 10 resolutions dealing with organizational rules, committee creation, budgets, and administrative rules.

- The Council developed, approved, and distributed the *Statewide Motor Vehicle Theft Prevention Strategy for 1992*.

Future Plans

In 1992, the Council will award its first grants. Before this is done, however, the Council and its staff will continue to solicit program proposals for consideration. In addition, staff will work to complete collection of the calendar year 1991 trust funds.

Once initial decisions are made, staff will initiate meetings with some of the eligible trust fund recipients to negotiate program proposals under funding consideration. Pending the full Council’s approval of these program proposals, the Council will enter into interagency agreements with the representatives of the programs to be implemented. This action is expected to begin in the spring of 1992.

Later in the year, the Council will conduct another round of public hearings, and based on testimony and data, will develop another statewide strategy. Throughout the year, Council staff will continue to collect and analyze data on the nature and extent of motor vehicle theft in Illinois and the Council’s impact on the problem.

Financial Statement for Calendar Year 1991:

Total receipts	\$5,088,692.51
Total interest earned	112,119.00
Total grants and awards	0.00
Total administrative expenditures	<u>(59,227.52)</u>

Trust Fund Balance

(December 31, 1991)	\$5,141,583.99
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